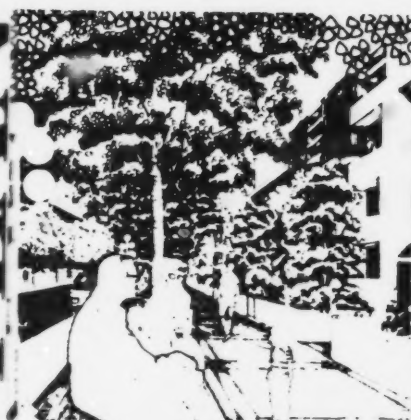


DOWNTOWN AREA REDEVELOPMENT PLAN



COMMERCIAL CORE



EAU CLAIRE



CHINA TOWN

HANDBOOK OF PUBLIC IMPROVEMENTS

NOTE

This document is a preliminary draft, intended for discussion purposes only. Comments, suggestions, briefs, etc. are welcome and will be actively encouraged through public meetings over the next few months. Input received during this period will be used as a basis for revising the document and formulating a final proposal for City Council's consideration.

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COMMENTS: SUPPORTING INFORMATION FOR THE DOWNTOWN AREA
REDEVELOPMENT PLAN CURRENTLY IN CIRCULATION.
A "TECHNICAL APPENDIX" IS ALSO AVAILABLE.



THE CITY OF CALGARY
PLANNING DEPARTMENT

February, 1981

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Part A — Introduction

• Purpose

This Handbook of Public Improvements is intended to:

- (a) provide background material pertaining to the logic, organization, components and quality of downtown public systems, and
- (b) serve as a manual which details the character and cost of first priority public improvements on a yearly basis.

The Handbook will be of interest to landowners, architects, downtown residents and the City administration in that it identifies overall public systems and establishes public commitment to specific downtown improvements. This document should be viewed in conjunction with:

- o the Downtown Area Redevelopment Plan (posters),
- o the Downtown ARP Technical Appendix, and
- o the DOWNTOWN PLAN, 1979

• Organization

The Handbook is organized into four parts:

PART A - INTRODUCTION

The Introduction establishes the purpose, organization and on-going function of the Handbook.

PART B - PUBLIC SYSTEMS

Under Public Systems, the purpose, components, quality and overall costs are established for each of the following:

- o Transportation,
- o Open Space,
- o Pedestrian Circulation, and
- o Social/Recreational Systems.

PART C - ADMINISTRATIVE FRAMEWORK

The Administrative Framework establishes a process for translating recommendations for physical improvements into yearly budgets and action.

PART D - ACTION PLANS

Under Action Plans specific first priority improvements are detailed and costed for each downtown sub area. In each subsequent year new priority items will be added and detailed.

• Renewable Character

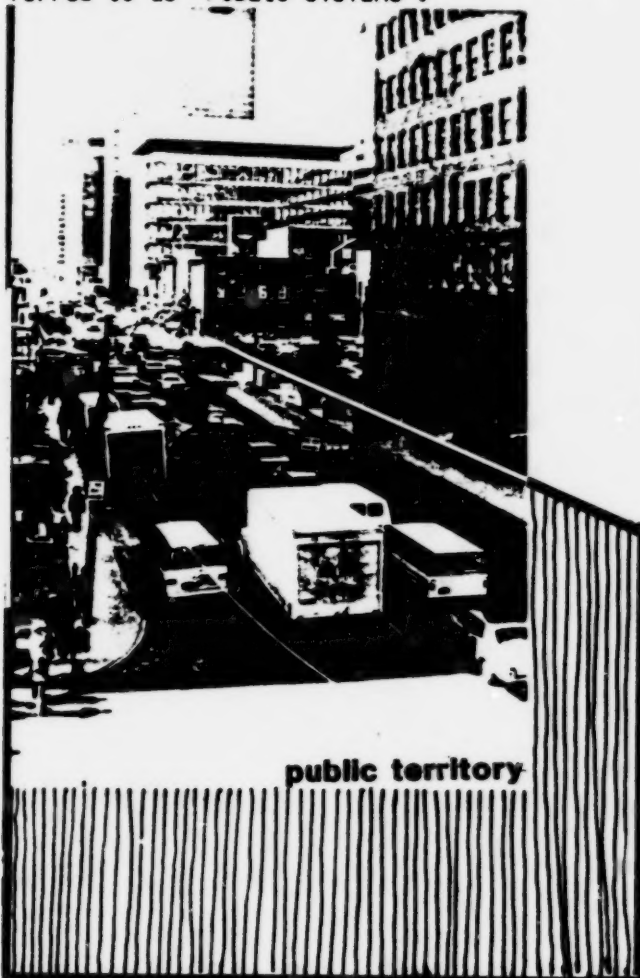
The Handbook serves an on-going function. It identifies overall public systems; specifies which improvements should happen first; and establishes a process for identifying and detailing future public initiatives on a yearly basis.

Part B — Public Systems

• Context

There is a substantial and direct public interest in the Downtown. Publicly-owned land is a substantial component of the total land area. In addition public, social, cultural and recreational services are essential ingredients of the downtown environment. Public land and services provide a context for living, working, playing, moving around and building within downtown. The land is used to provide parks, roads, sidewalks, malls, and public buildings, while services include social programs for the elderly, recreational programs for residents, information services for employees, etc.

These areas of direct public interest are referred to as "PUBLIC SYSTEMS".



The Downtown Area Redevelopment Plan is based on the following approach:

- (a) The first step is to recognize that the public environment is deficient and must be improved. Consequently, very specific improvements to public land (streets, parks, etc.) and services are proposed before suggesting guidelines or controls for private development.
- (b) Environmental objectives are then established for the protection and enhancement of the public environment. The objectives are related to the identity, physical comfort, safety, security, activity and uniqueness of public areas.
- (c) Rules, performance criteria and bonuses for private development are formulated based on policy directions established in the DOWNTOWN PLAN, and the environmental objectives referred to above.
- (d) Finally, public action plans are developed to implement public improvements in the downtown. Action plans identify public initiatives on a priority basis in terms of high impact potential.

Public systems were established in the DOWNTOWN PLAN (1979), and will be elaborated upon here under the following categories:

- o Transportation which includes:
 - transit
 - roads
 - parking
 - bicycles
- o Open Space, which includes:
 - parks
 - malls
 - riverbanks
- o Pedestrian Circulation, which deals with:
 - grade level and
 - +15 level movement patterns
- o Social/Recreational Systems, for:
 - employees and
 - residents

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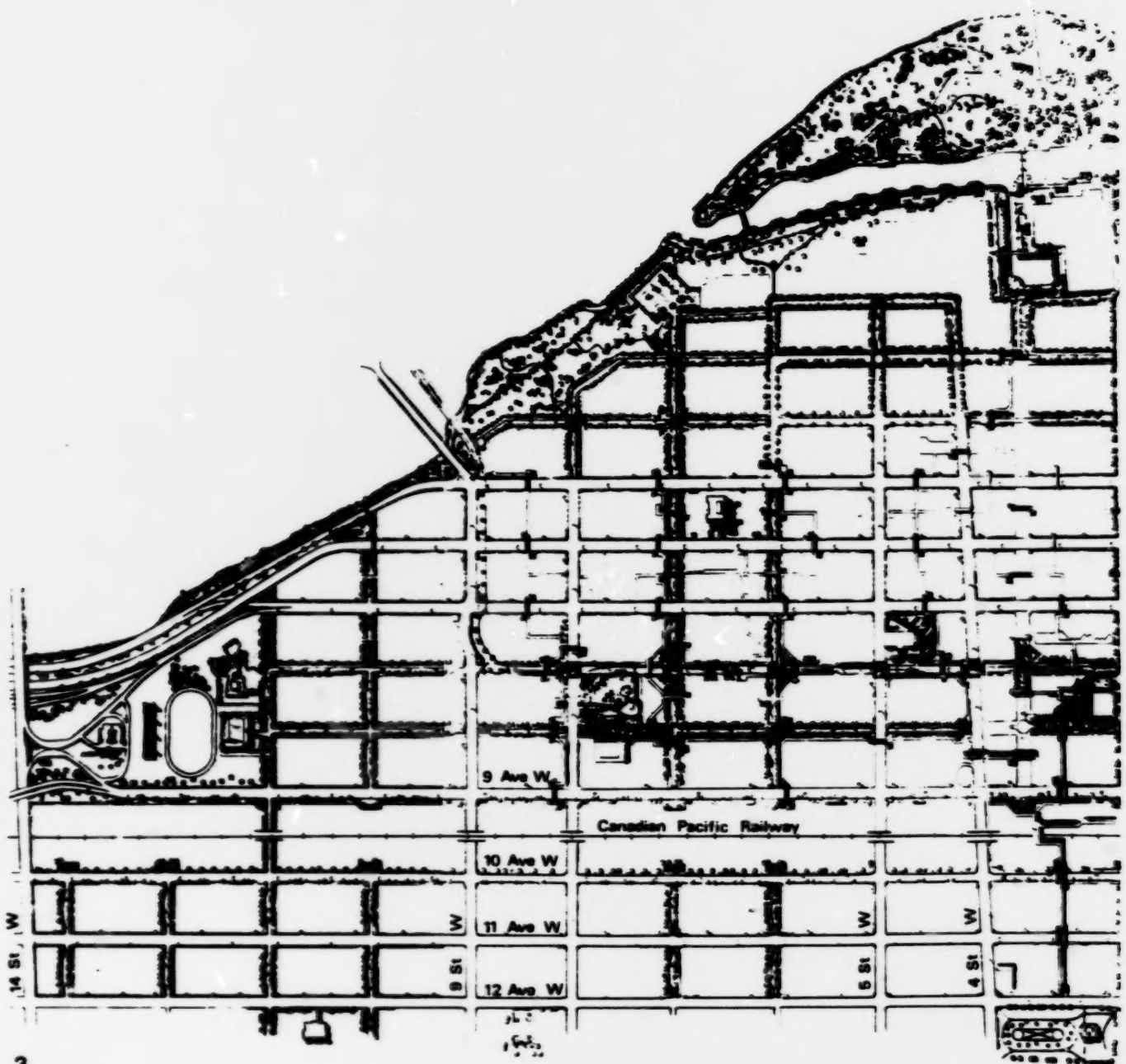
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Public Systems



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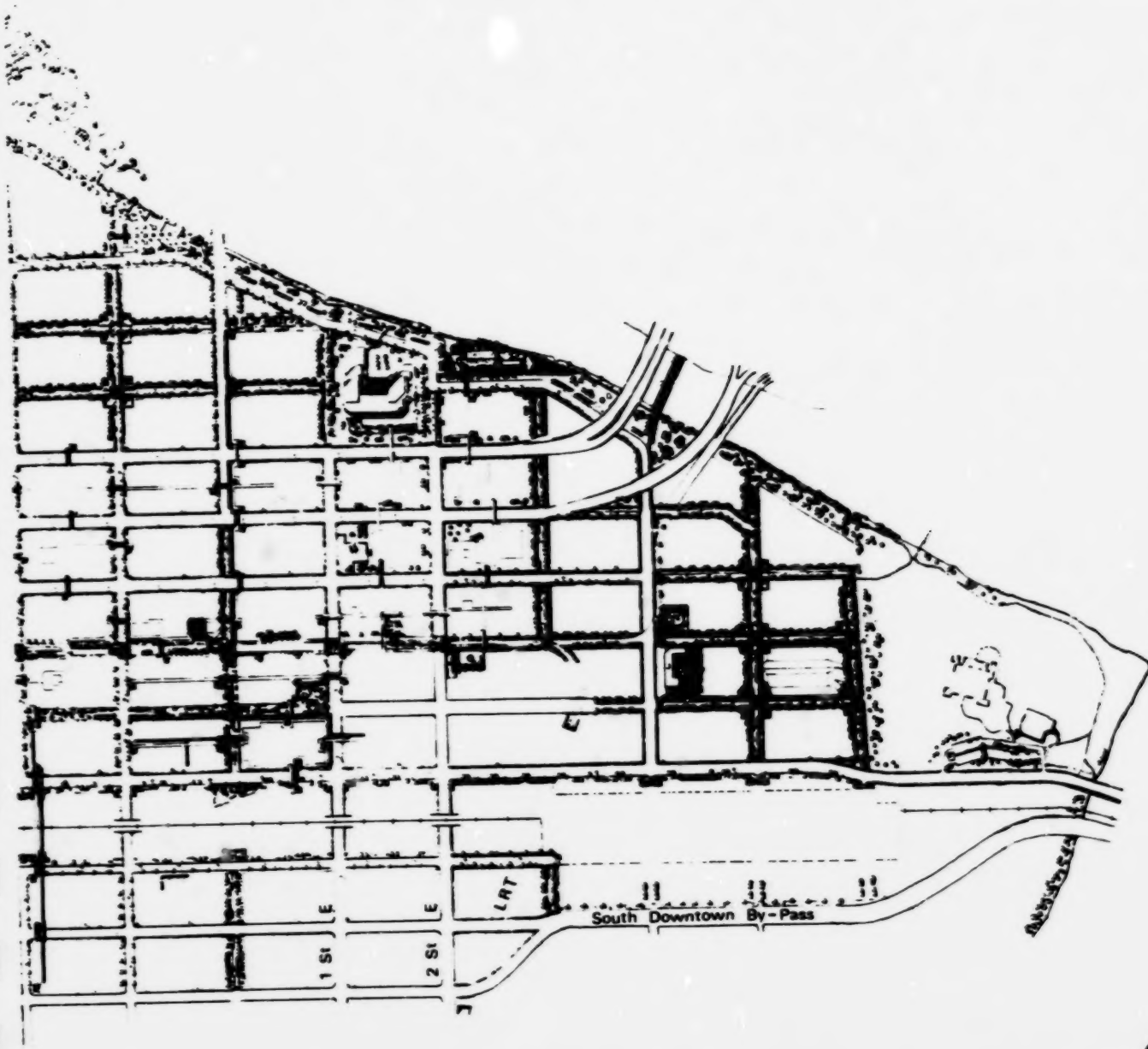
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TRANSPORTATION SYSTEM

- Background
- Transit System
- Roadway Network
- Parking
- Bicycle Paths

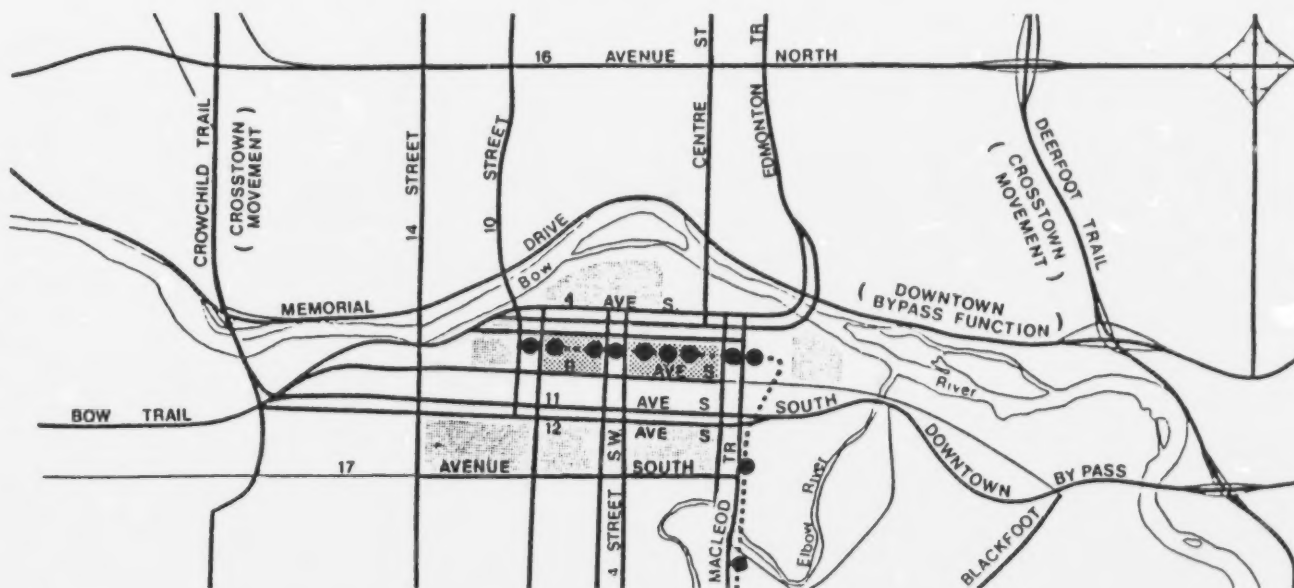


• Background

The DOWNTOWN PLAN (1979) established the following transportation policy directions:

- (a) Improve the physical environment by restricting the use of private vehicles in downtown pedestrian zones.
- (b) Provide increased transit service to the downtown in conjunction with policies for restricting long-term parking and place a lesser priority on the construction of downtown access roadways.
- (c) Use existing facilities and infrastructure more efficiently by:
 - spreading out peak-volume periods;
- (d) Facilitate city-wide movement of goods and services and improve the service-delivery system in the downtown.
- (e) Protect inner city neighbourhoods from through traffic and spillover parking.

While the DOWNTOWN PLAN also specified the necessary components of this system it did not deal at any length with the qualitative aspects of the system. This aspect has been elaborated in the A.R.P., and in this Handbook.



CONCEPTUAL PLAN DOWNTOWN TRANSPORTATION

(PREFERRED SYSTEM)



PEDESTRIAN PRECINCTS

RESIDENTIAL AREAS

• Transit System

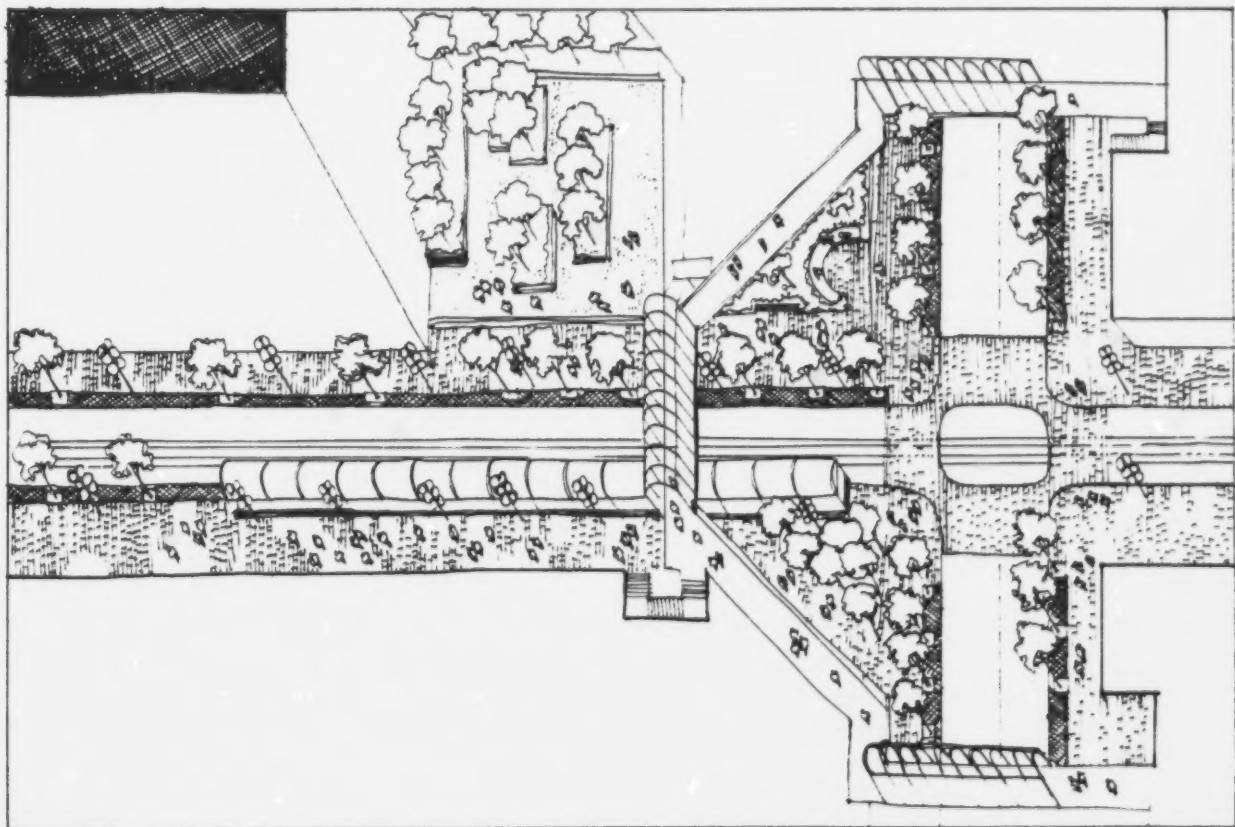
Public Transit, including Light Rail Transit (L.R.T.) and buses, should become the dominant travel mode for commuters to downtown during the 20 year planning period.

Most areas of the downtown are presently well-served by bus routes, although the introduction of L.R.T. and road closures may result in some changes to existing routes.

Comfortable and sophisticated bus shelters as well as better, highly visible route information are essential in order to improve the image, reliability, quality and consequently the use of bus service.

Land use controls and pedestrian circulation systems, as established in the A.R.P., are designed to reinforce the transit system. The 7th Avenue corridor is considered particularly important in that it will serve as an entry and exit point to the downtown for L.R.T. users. As such the 7th Avenue corridor should:

- o be a comfortable, colorful and bright pedestrian environment;
- o be able to accommodate high density development;
- o function as a focus for the +15 system.



• Roadway Network



(i) Local Roads

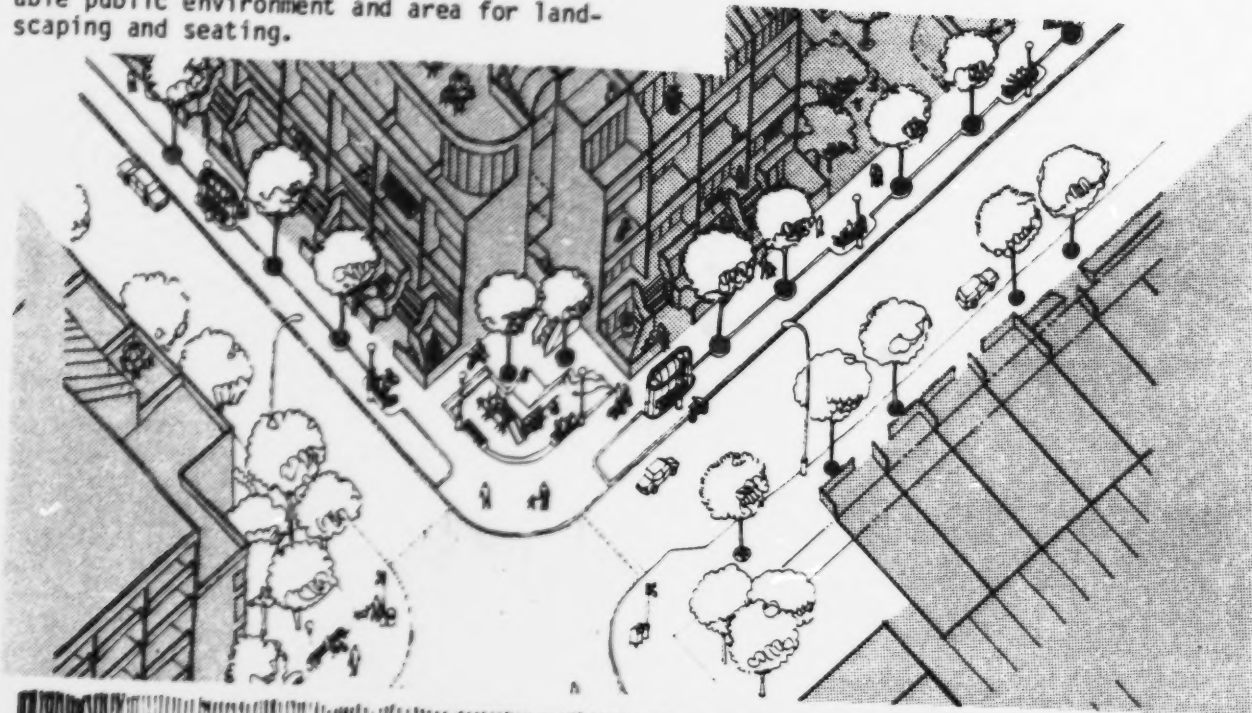
The DOWNTOWN PLAN established the function and hierarchy of various roads within the downtown. The Area Redevelopment Plan is more specific about the character of local, secondary and primary roads. The philosophy remains constant. Essential traffic into and through the downtown is accommodated on primary roads; secondary roads provide a distribution function and allow for some measure of pedestrian improvement; local roads have a minimal amount of the right-of-way devoted to car use. Pedestrian precincts result from the combined effect of a number of local roads in close proximity. Within these precincts the pedestrian has priority, the sidewalks are wide and roads are sometimes closed to through traffic.

Local roads obviously provide the greatest flexibility and potential for improving the pedestrian environment in that their function is limited to providing access to abutting properties only.

Characteristics of local roads:

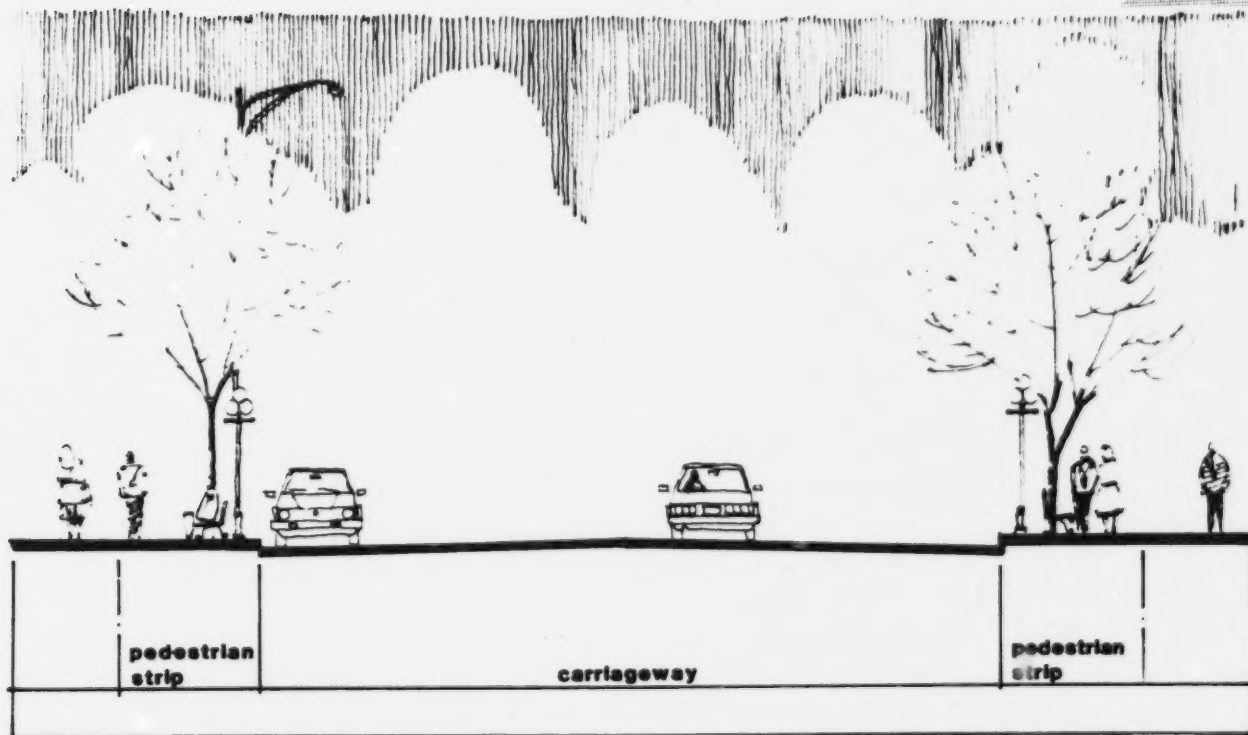
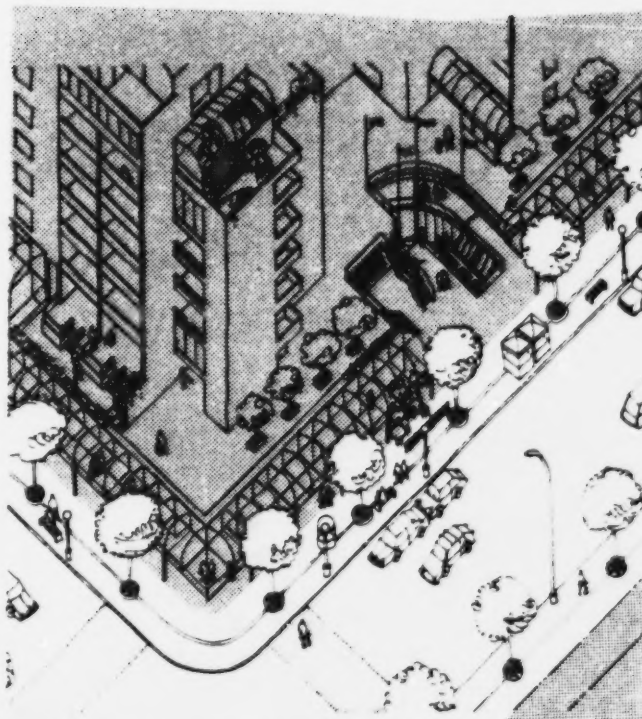
- o Public Right-of-Way
 - 20.117 metres
- o Carriage Way
 - 9.8 metres: 1 lane in each direction
- o Parking
 - on one side of the road
- o Access to individual buildings
 - limited to protect pedestrian continuity (usually from the lane)

In residential areas, local roads are intended to function as residential streets. Strategic closures are located in such a way as to prevent through traffic intrusion. The pavement width is normally reduced to accommodate two moving lanes of traffic and parking on one side of the street. Sidewalk widths are increased to provide a more comfortable public environment and area for landscaping and seating.



In commercial areas, some local roads are closed to all but service vehicles to prevent through traffic in pedestrian precincts. In other cases the roadway width is substantially reduced to increase usable open space at grade.

The sidewalk width is not necessarily identical on both sides of the road. In some cases, depending on existing building or environmental conditions, one side is favoured as a pedestrian area. Normally on streets, the east side is the favoured location, in that it offers afternoon sun. On avenues, the north side is normally preferred because it is exposed to better sun conditions during most of the day. On local streets, parking should stop short of the corner to allow the sidewalk's extension into the intersection.



secondary road

(ii) Secondary Roads

Secondary roads should function as distributors, channelling traffic from primary roads to local roads, and should not be used to connect two primary roads to one another.

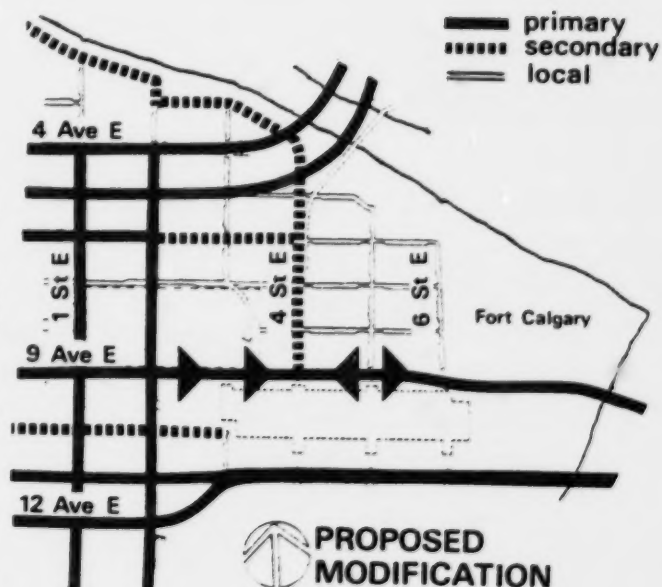
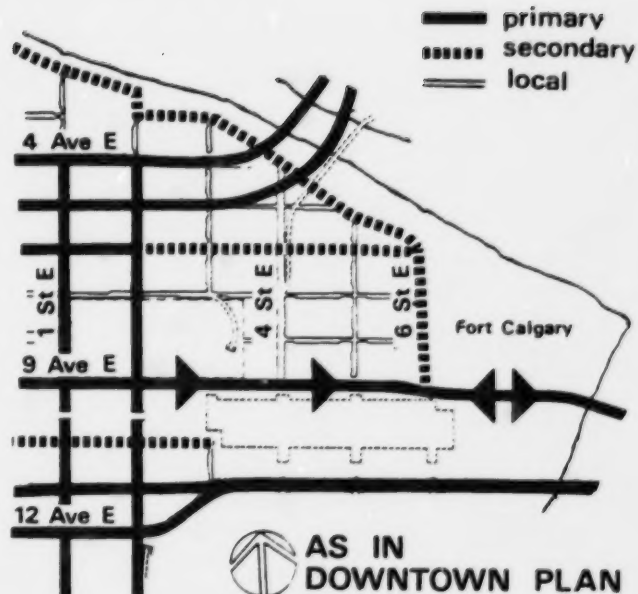
General characteristics:

- o Public Right-of-Way
 - 24.384 metres
- o Carriage Way
 - 14.0 metres (2 lanes in each direction)
- o On-street Parking
 - both sides except for peak hours, when there is a limit on one side only
- o Access
 - direct access to individual properties allowed

In some instances a fifth lane may be added to portions of secondary roads in order to accommodate turning movements.

The only major change from the approved DOWNTOWN PLAN occurs in the secondary system in the East End residential precinct. The DOWNTOWN PLAN established 6th Street East as a secondary road providing access from 9th Avenue East to the riverbank along Fort Calgary to the riverbank and then west to 2nd Street West.

This alignment effectively isolated the residential precinct in the East End from major natural amenities which were, in fact, critical to the establishment of the residential precinct. A simple alternative, to the system established in the DOWNTOWN PLAN has been developed to remove this barrier. 6th Street East is redesignated as a local street, and 4th Street East assumes the role of 6th Street East and becomes a secondary thoroughfare, connecting 9th Avenue directly to the Riverbank at 3rd Avenue East. 6th Avenue, which was previously designated as a secondary route from 3rd Street East to 6th Street East, retains this designation west of 4th Street East but becomes a local road from 4th Street East to 6th Street East.



(iii) Primary Roads

Primary roads should accommodate the bulk of downtown-destined traffic. As such, they are clearly designed to accommodate vehicles not pedestrians. To the extent possible, alternative pedestrian routes, avoiding primary roadways, have been developed. Still, sidewalk improvements aimed at providing a safe and comfortable walking environment along primary roads are achieved through design of the adjacent building edge (for example, arcades).

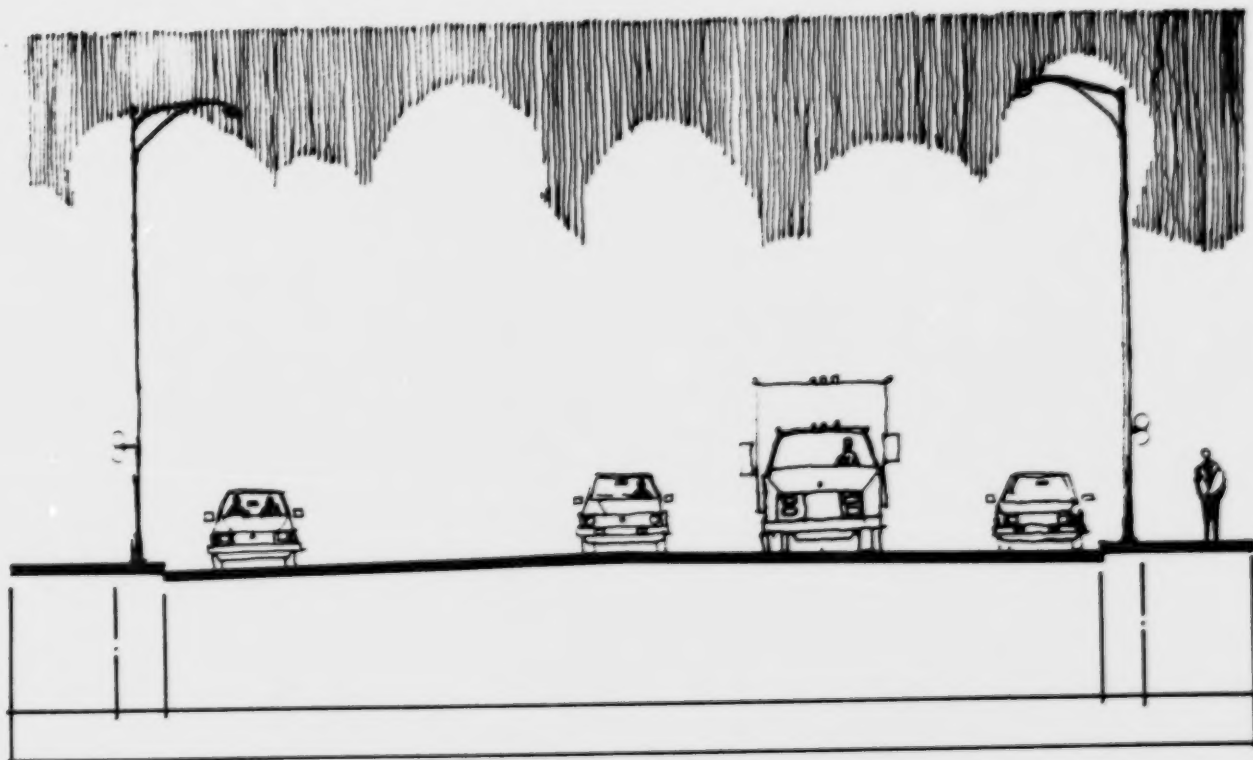
Characteristics:

- o Public Right-of-Way
 - 24.384 metres
- o Carriage Way
 - 14.6 metres
- o On-street Parking
 - limited to weekends and after 7:00-p.m.
- o Access to development
 - possible directly from avenues -

The network of local, secondary and primary roads throughout the downtown allows the following objectives to be realized:

- o through traffic is reduced in residential and pedestrian precincts,
- o sidewalk environments are improved, -
- o open space is created in high volume pedestrian locations,
- o traffic flows are well related to public parking corridors,
- o potential L.R.T./automobile conflicts are minimized, and
- o some on-street parking (short-term) is created.

The road system indicated is predicated on the land use distribution and intensity specified in the A.R.P. Changes to the land use pattern may affect the designation of surrounding roads. Road closures and pedestrian improvements are only possible if approving authorities remain vigilant in enforcing the land use intent.



• Parking

The DOWNTOWN PLAN established an approach relative to the amount of parking required, the location of the parking and its control.

The total amount of parking required, according to the DOWNTOWN PLAN, should be based on a desired transit/car modal split. That is, additional parking facilities should only be provided for those persons who cannot reasonably be served by the transit system.

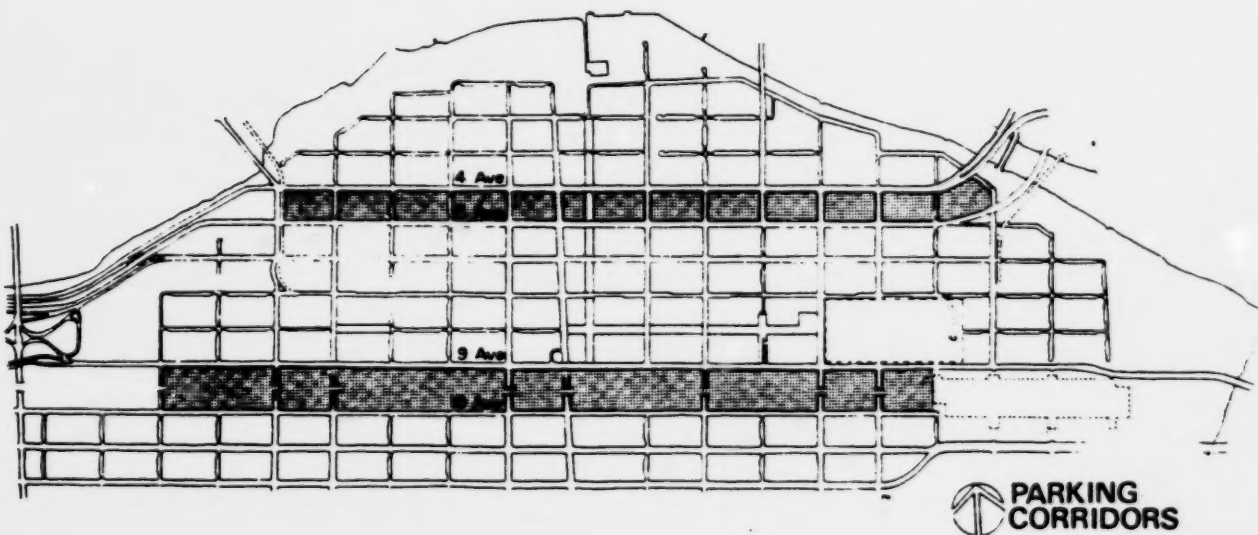
In terms of location, the DOWNTOWN PLAN identified parking corridors as suitable locations for the concentration of parking. Parking in these locations would result in a minimal disturbance to surrounding land uses and activities and would relate directly to the pedestrian and automobile movement systems.

The hierarchy of roads (as previously indicated) and consequent pedestrian improvements within the downtown are only possible if the bulk of the parking requirement can be situated in locations which are immediately accessible from the major east-west primary couplet systems: (a) between 4th and 5th Avenues; and (b) south of the railway tracks and accessible from 11th and 12th Avenues.

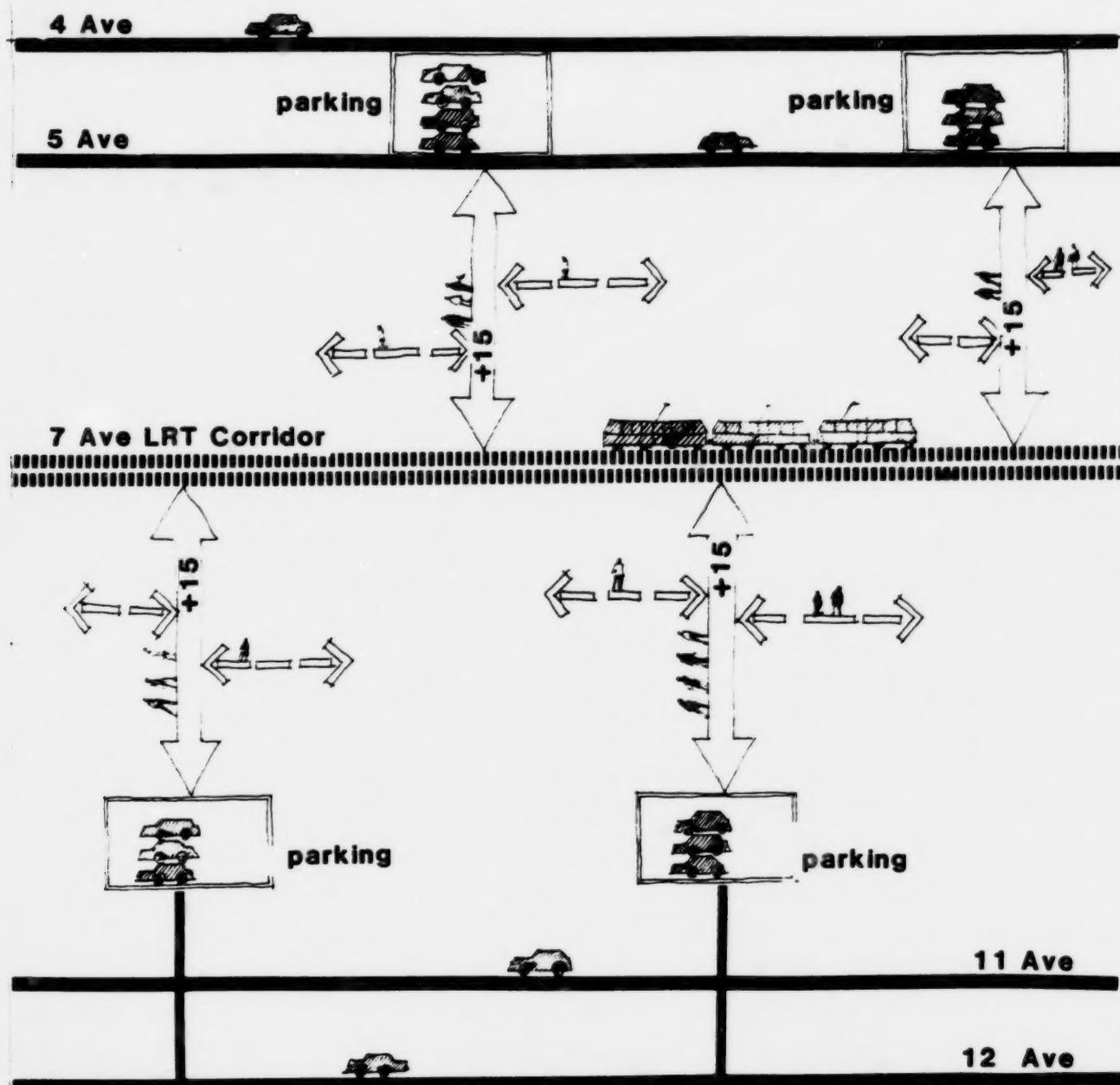
The concentration of parking has additional benefits in terms of establishing public recognition of appropriate places to look for parking, instead of requiring visitors to search desperately and aimlessly for a spot. Consolidation of parking in predictable locations should address the perceived deficiency of parking by merchants and shoppers.

Attempting to accommodate the required parking within individual developments would require large carriageways throughout and preclude pedestrian improvements. In addition, local access capacities might constrain development potential. Conversely if pedestrian improvements were to be considered essential, development potential would have to be restricted based on access limits.

The DOWNTOWN PLAN specified that the City should limit the amount of parking provided on site, require a cash-in-lieu payment for the amount not provided on site and finally use these funds to provide publicly controlled parking along the corridors indicated.



The Transportation Department has undertaken and recently completed an extensive study of downtown parking entitled the Downtown Parking and Employment Study. At Council's direction the results of that study, which implemented the policies established in the DOWNTOWN PLAN, are now being reviewed by an independent consultant.



• Bicycle Paths

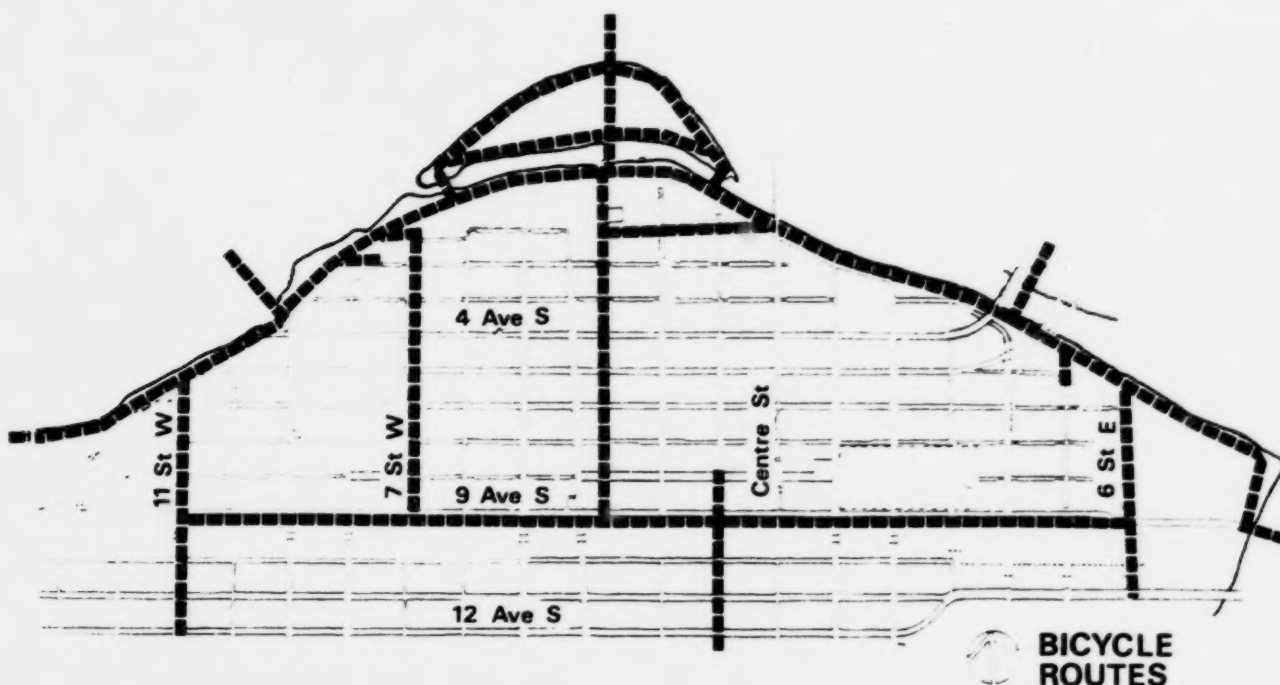
The DOWNTOWN PLAN emphasizes the need to provide safe, continuous bicycle access into the downtown for both leisure and work trip purposes. There are several components to the bike path system:

- o the Riverbank trail system (for pedestrian and cyclists),
- o improved bicycle connections into the Commercial Core from the Riverbank,
- o bikeways, along local roads, and
- o the provision of bicycle storage facilities throughout downtown.

The trail system along the riverbank should be hard surfaced, well lit and at least 3 metres wide.

The 3rd Street Mall provides a direct connection from the Riverbank to the Commercial Core.

Along local roads bicycle routes are clearly marked and share road space with vehicles.



Conclusion

While it may be argued that all improvements to the Transportation System (city-wide) benefit, and should be allocated to the downtown, even if only components of the system within downtown and in the immediate vicinity are considered the total cost is estimated to be approximately \$200million.

This includes improvements to the primary road system; connection of 11th and 12th Avenues: to Deerfoot Trail in the east and to Crowchild in the west; connection of Bow Trail to 4th and 5th Avenues; improvements to the quality of the bus system; and completion of bicycle paths.

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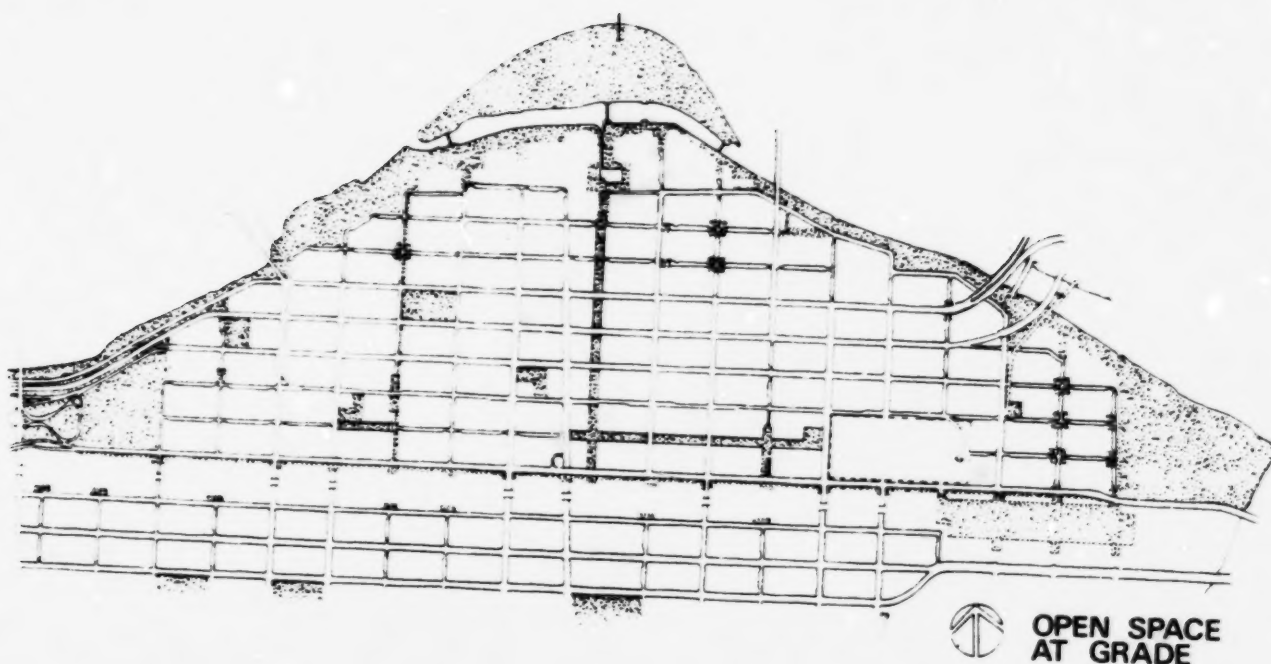
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OPEN SPACE

- Riverbank
- Riverbank Extensions
- Malls
- 8th Avenue
- 9th Avenue
- In Residential Precincts
- Other Components



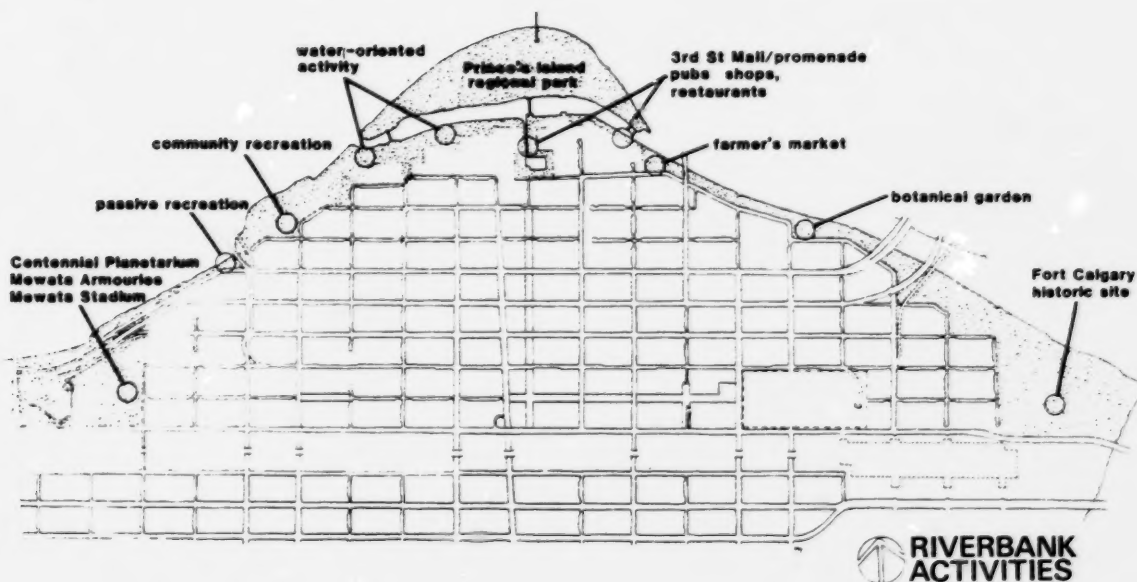


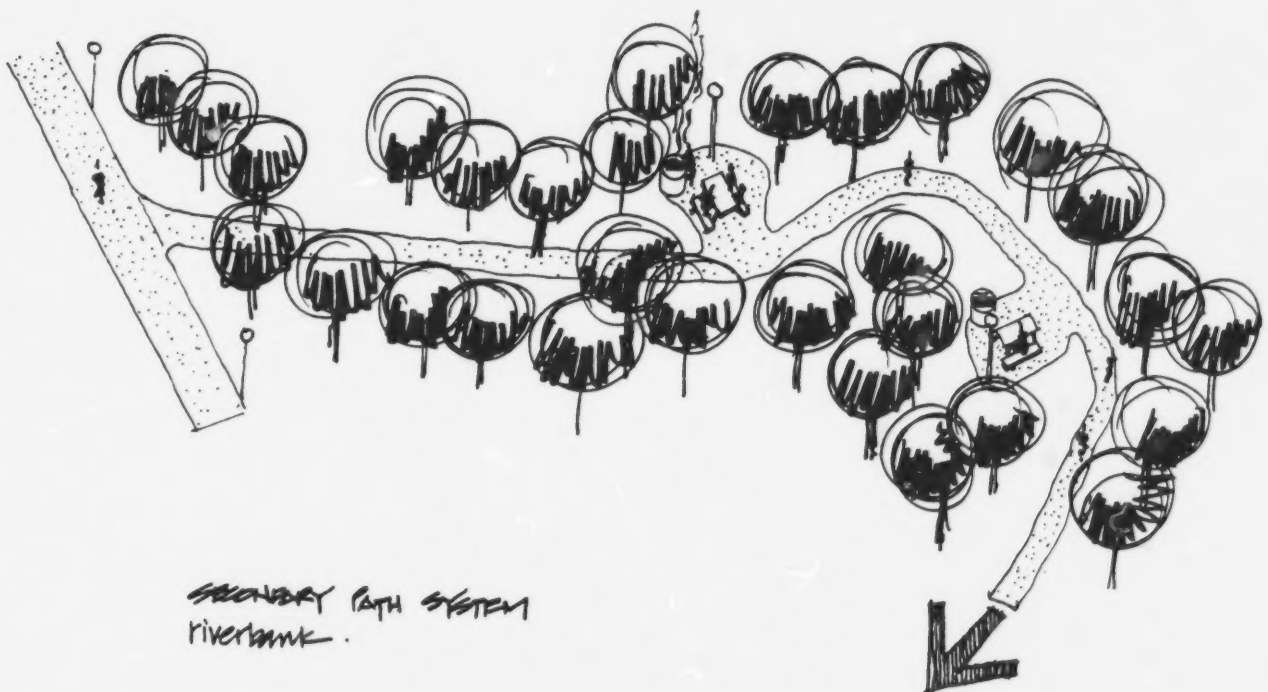
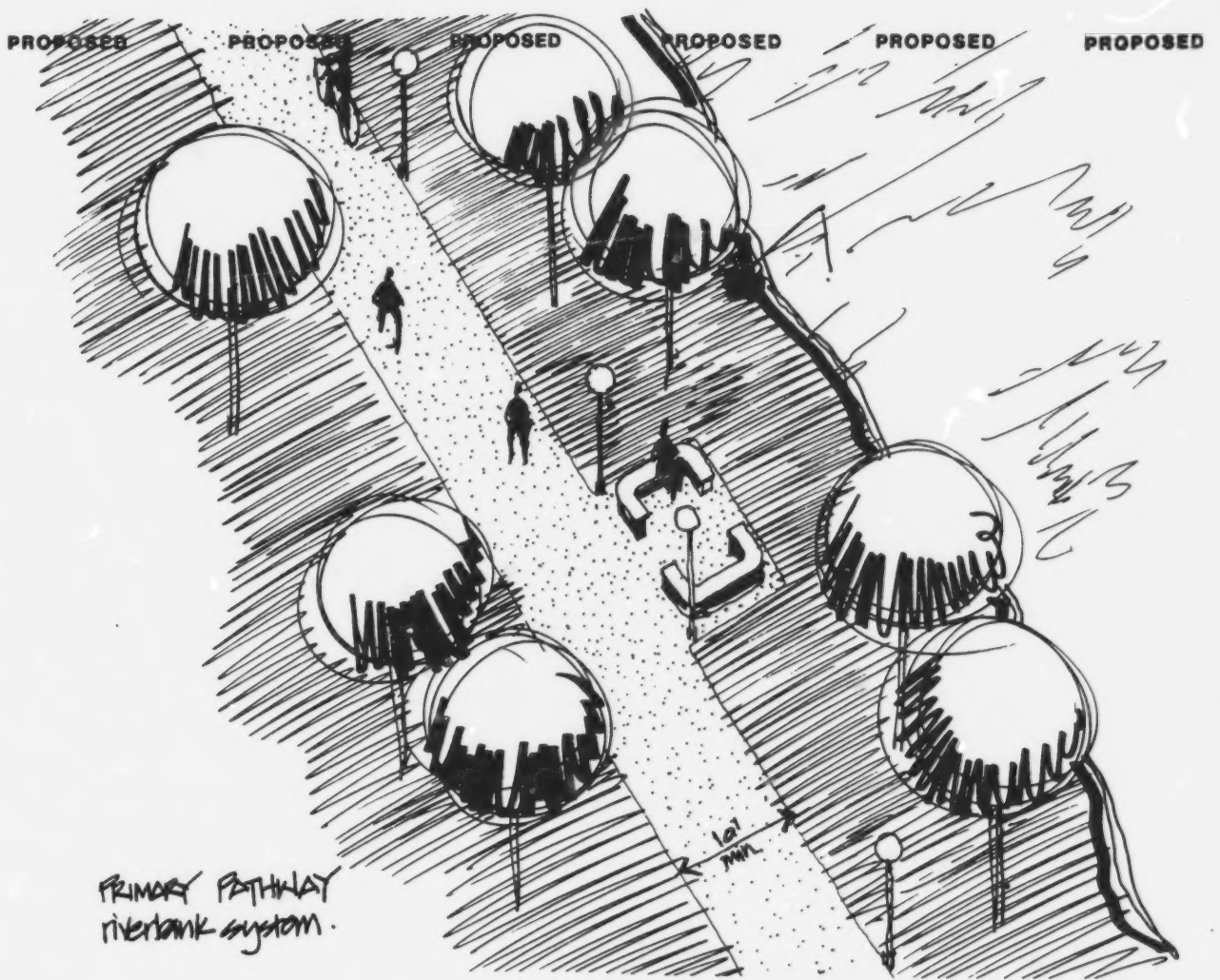
Open space is both an amenity and a necessity within the downtown. A well-connected open space system can provide recreational areas as well as important pedestrian connections between different parts of the downtown. The approach has been to draw on the unique attributes of existing spaces, and to provide a mix of active and passive, "natural" and "urban" settings. Grade-level and +15 open spaces should reinforce each other to create a continuous system. New additions to the open space network are strategically located and developed to achieve an open space pattern for the downtown which has purpose, continuity and legibility.

The Open Space System consists of:

- Riverbank

- (a) a continuous riverbank park which includes Prince's Island, Mewata in the West End and Fort Calgary in the East End. As indicated in the Riverbank portion of the A.R.P. this area serves a variety of functions, of both an active and passive recreational nature. It provides secluded places to sit, walking and bicycle trails as well as an urban setting for restaurants and a farmer's market.





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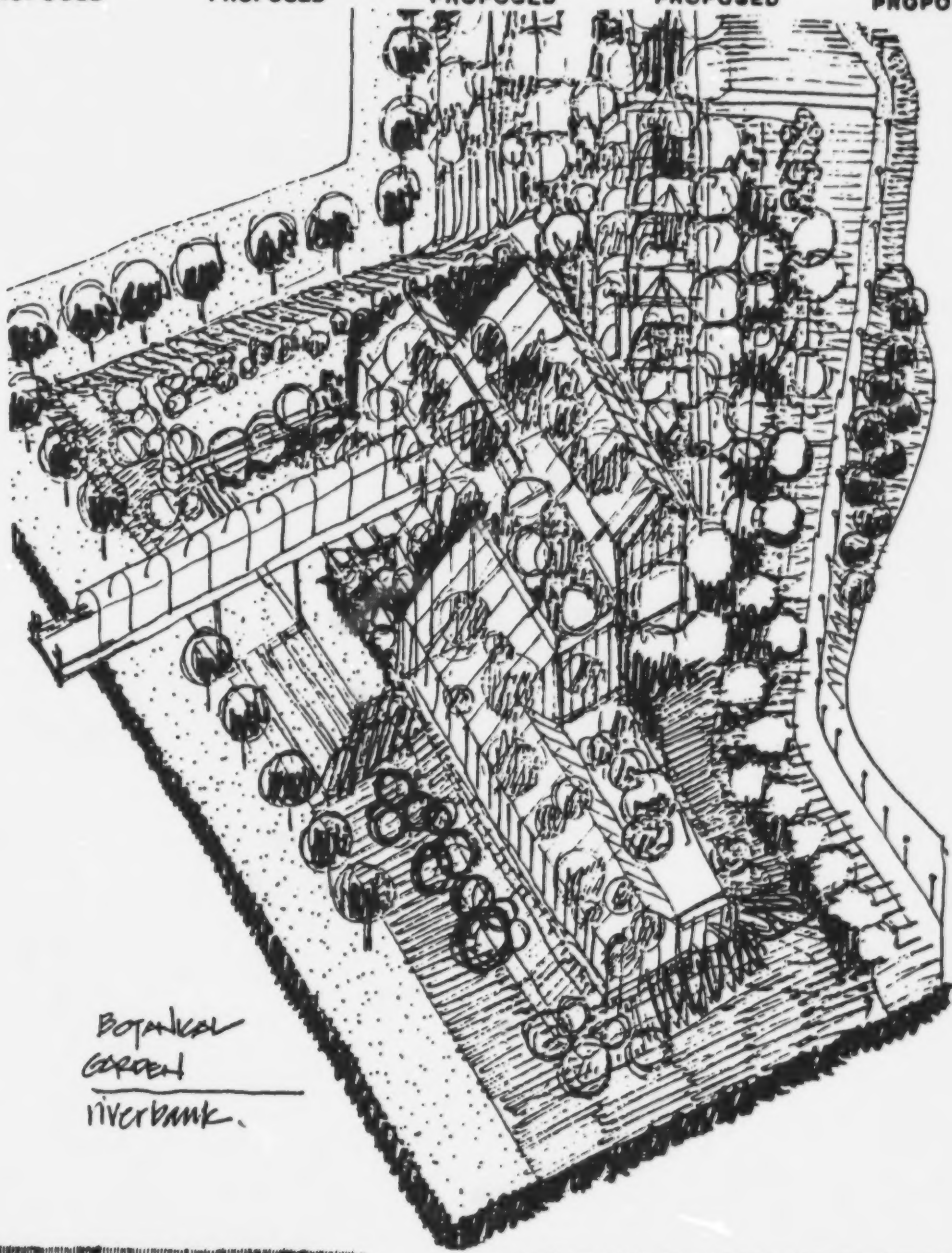
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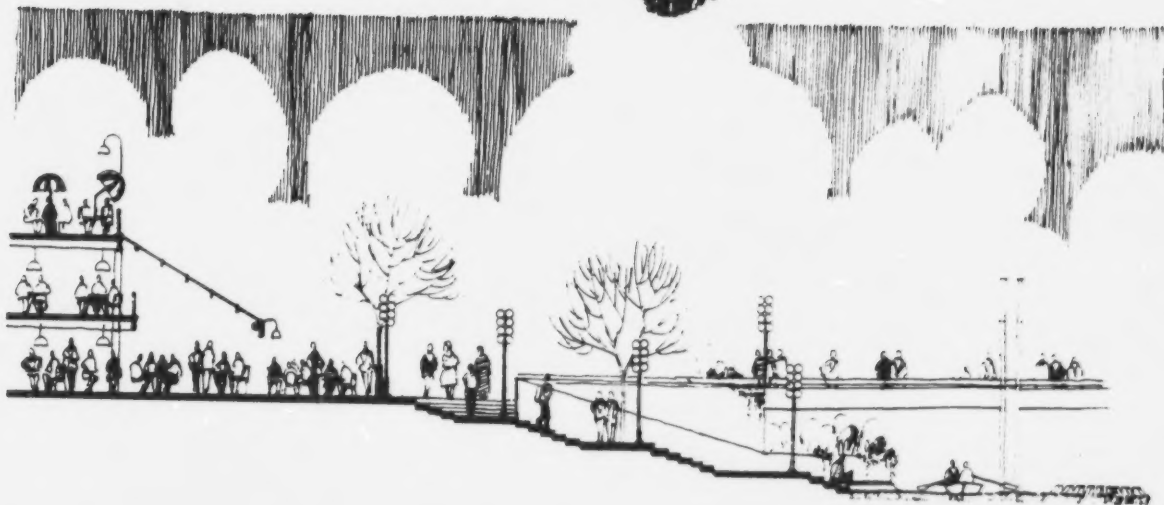
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BOTANICAL
GARDEN
RIVERBANK.



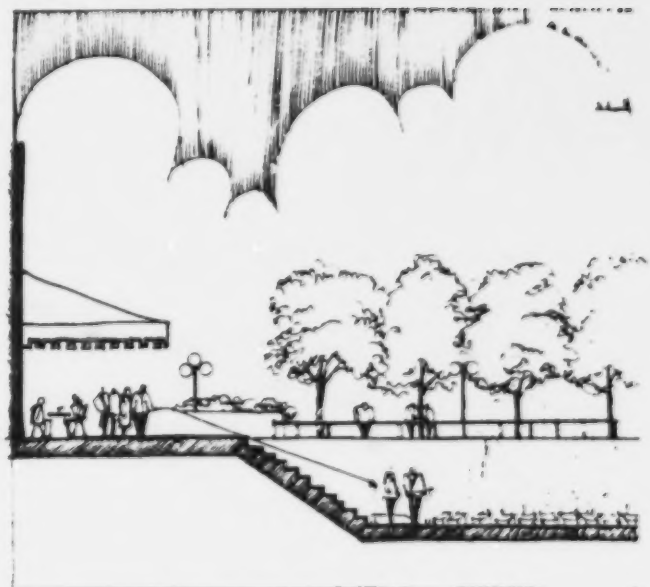
• Riverbank Extensions

- (b) extensions of the riverbank in a southerly direction. These open space fingers penetrating into the downtown occur at 10th Street West, 7th Street West, 3rd Street West (Mall), between 1st and 3rd Street East and at 5th Street East. They provide a visual, as well as physical, connection to the Riverbank and serve as sunlit, noon hour places to sit, have lunch, stroll, play, etc.

• Malls

- (c) malls serve as shopping streets and open space within the core area.
- (i) the 3rd Street Mall, as has previously been mentioned, provides an open space link to the riverbank. Within the core area, it is envisaged as a series of heavily landscaped multi-level local parks, providing a visual and acoustic escape from the hustle of traffic and commercial activity. The blocks are short and intersected by major streets. As such, it does not seem reasonable to suggest a continuous shopping function.

The northern end of the Mall is seen as an urban plaza. That portion of the Mall should provide places for street vendors, a wading pool, a skating rink, and a place where the activity from adjacent restaurants and shops spill out. To improve winter use, activities such as skating should be provided for; buildings are encouraged to have a glazed (active) frontage along the Mall; and glass enclosures are proposed at points along the Mall where pedestrians may have to wait to get across avenues. These glass kiosks could serve as low-key retail outlets for hot chocolate/pretzels/hot dogs/or flowers as well as providing protection from inclement weather.



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- (ii) the 8th Avenue Mall attempts to serve both an open space and retail function. Presently it is experiencing problems in both regards. The retail is having some difficulty competing with climate-controlled, well-managed interior shopping malls close by. The open space function is threatened by the potential

for additional high rise development to the south. Such buildings would substantially reduce sunlight on the Mall and diminish its passive use. The Downtown A.R.P. attempts to address both these issues.



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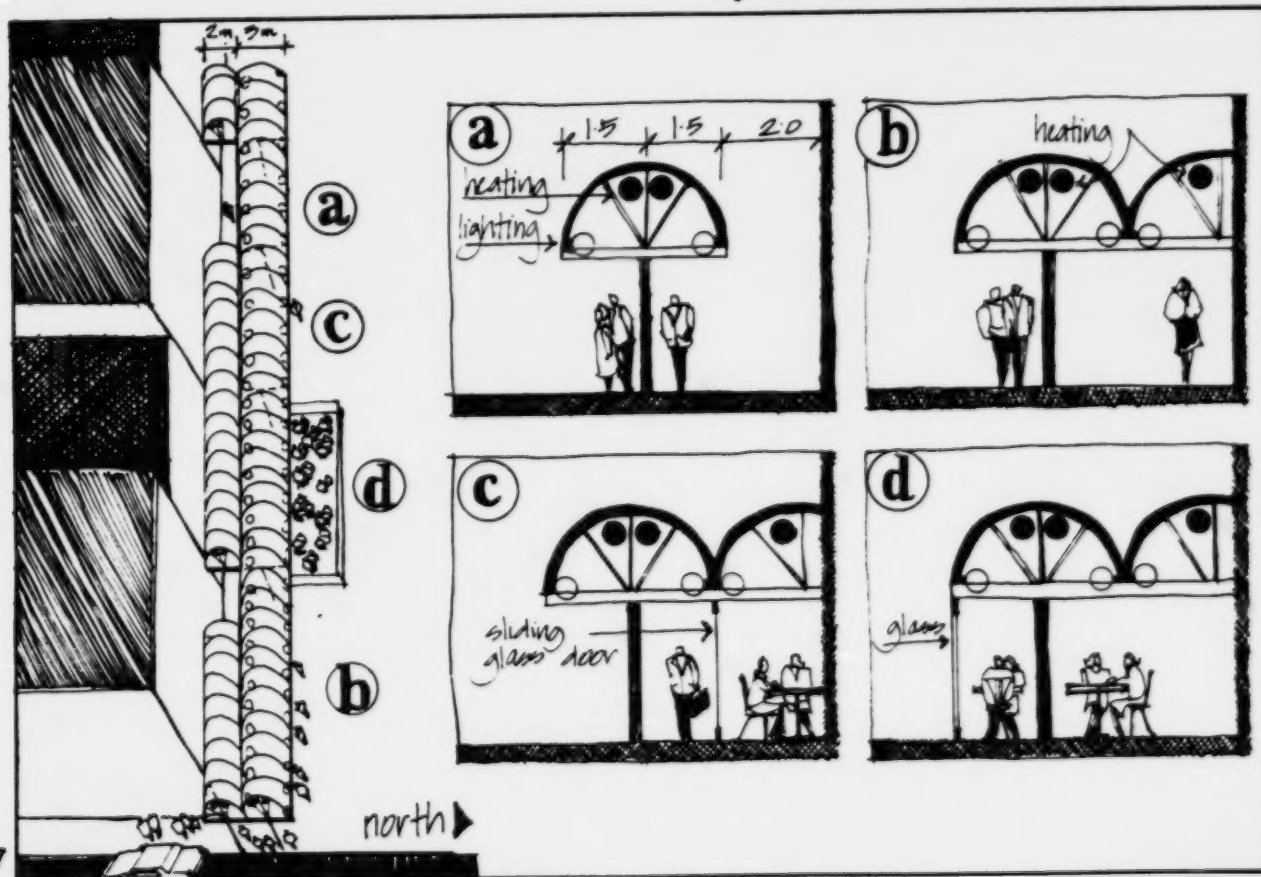
In order to reinforce retail along 8th Avenue:

- o a glass canopy is proposed along the south building face extending for the length of the retail district. This would:
 - provide weather protection and some heating in the winter,
 - provide an organizing element in terms of lighting and cover for street sales during the summer, and
 - allow retail spillover into the Mall in the form of transparent glass enclosures.
- o the relationship between adjacent buildings and the public open space is enhanced through:
 - the extension of private activities out onto the Mall (e.g. open air restaurants, display booths, kiosks, glass-enclosed portions of buildings)

- encouraging a stronger visual and functional connection between grade level and +15 level activities
- o a wide range of planned and spontaneous activities are encouraged. This includes the establishment of the "Mall Days" program as a permanent feature.

In order to retain and reinforce the open space function which is also considered important within the high density commercial core:

- o the height of buildings along the south side of the Mall is controlled to ensure sunlight penetration, the Mall should be furnished to establish a park-like setting, i.e. park benches and lighting,
- o the landscaping should require low maintenance, and be concentrated to de-emphasize the corridor-like image, and
- o paving should provide texture, continuity and some color to the Mall.



PROPOSED

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PROPOSED



(iii) the 7th Avenue Transit Mall also provides an open space ingredient in the downtown. Open spaces, in the form of corner plazas at certain intersections, sidewalk widenings, and arcades will be created to "open up" the corridor and provide passive spaces where people can sit and relax, meet others, wait for L.R.T. trains, etc.

Several existing substantial parks are situated along 7th Avenue, specifically: the Courthouse and Century Gardens. These open spaces constitute an important amenity which is well used by downtown employees during the lunch hour. They also provide a welcome green area in contrast to surrounding developments and improve the visibility of the L.R.T. system. Controls on development ensure that adequate sunlight enters these spaces during the period of their most intensive use.

• 8th Avenue

(d) open space improvements to 8th Avenue beyond the Mall area.

The Mall itself will extend from 4th Street West to 1st Street East. Beyond these boundaries, given that 8th Avenue is designated as a local road:

- o some portions are completely closed to traffic and serve as open space (i.e. through the City Hall/Performing Arts area, and adjacent to Century Gardens), and
- o in other areas throughout its length, the carriageway is reduced and a substantial landscaped sidewalk is provided on the north side of the road.



• 9th Avenue

- (e) open space link along the south side of 9th Avenue

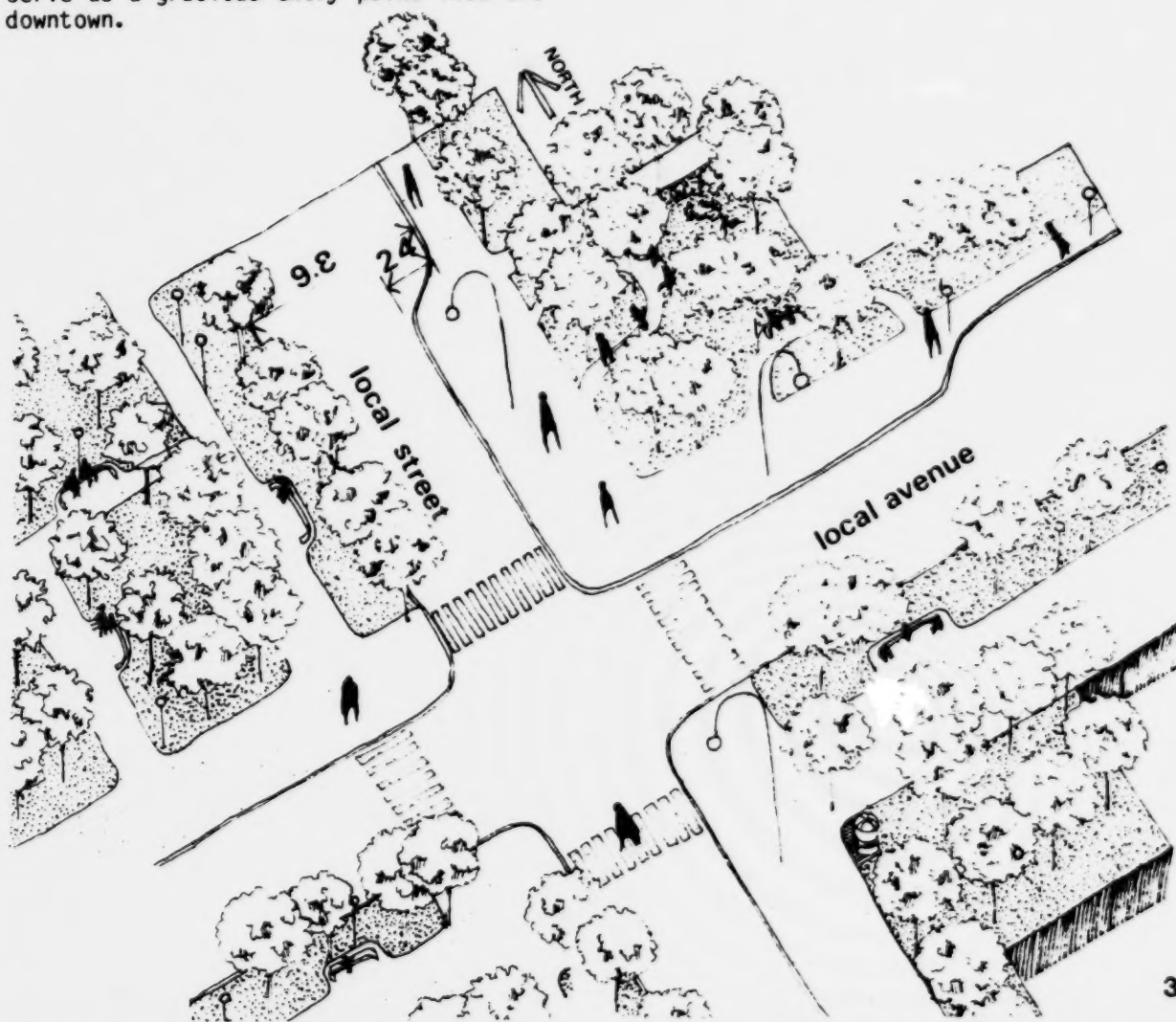
A wide set-back is required for buildings on the south side of 9th Avenue to fulfill the following functions:

- o provide a continuous east-west open space link between Fort Calgary and Mewata Park,
- o create an open space channel which will permit wind movement in an east-west direction and help maintain a flow of clean air through the downtown, and
- o serve as a gracious entry point into the downtown.

• In Residential Precincts

- (f) open space in residential precincts
(i) corner parks

In the street-oriented residential areas of Eau Claire, Chinatown and the East End, corner parks are provided at the intersection of all local streets and avenues. The spaces are the result of special site layout incentives for developments on corner lots, in conjunction with substantial sidewalk widening within the existing right-of-way.



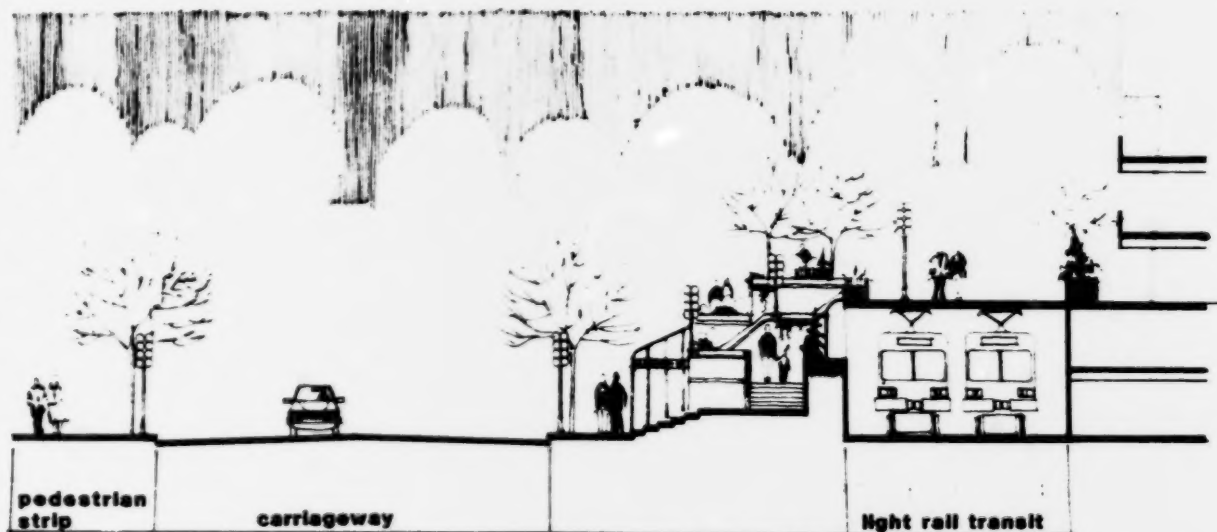
It is intended that these corner parks should:

(ii) special provisions

- o increase the amount of easily accessible local open space to be used for passive and informal meeting purposes,
- o establish the pedestrian predominance of the movement system in the area, particularly at intersections, and
- o ensure that on-site open space for corner developments, which is typically more ornamental than usable, contributes in an active way to the area's open space system.

In the East End, the east side of 4th Street East from 8th Avenue to the Langevin Bridge is intended to:

- o provide a continuous, wide, open space connection from the East End and City Hall area to the Riverbank, and
- o provide a substantial and usable transition from housing along the eastern edge of 4th Street, over the L.R.T. corridor, to the sidewalk.



4th Street East

In the west end of Eau Claire a large open space is proposed between 5th and 6th Avenues adjacent to 10th Street to provide a focus for the residential area which is surrounded by major roads. This local park would be primarily for passive use.



• Other Components

- (g) other components of the open space system

These include:

- (i) McDougall School,
- (ii) The James Short Site,
- (iii) Small parks along the north side of 10th Avenue from 14th Street West to 3rd Street East, and
- (iv) Open space over the railway right-of-way linking Victoria Park and the East End communities,
- (v) Open space at the +15 level through the core and transition areas which should have more vitality, (e.g. by locating open air restaurants, or recreational facilities adjacent to the spaces) visual exposure to grade-level and to +15 walkways.

The open space system is the product of the numerous individual components indicated here. While the provision of a major downtown open space might be desirable, it does not seem reasonable at this point in time, given the extent of existing development downtown. At the same time given Calgary's climate and pattern of development there are advantages to a large number of smaller open spaces.

The strategy in terms of open space is to concentrate on making the best use of what we have. In that this strategy is very dependant on quality, it is difficult to estimate the overall cost to implement the system. Improvements to the Riverbank, malls and existing park areas is estimated to be approximately \$15 million. This cost will be shared by adjacent land owners.

PEDESTRIAN CIRCULATION

- Grade Level
- + 15 System
- Common Elements
- Organization



The design of the pedestrian circulation system responds to several specific objectives:

- o to accommodate the needs of pedestrians and minimize pedestrian/vehicular conflicts.
- o to create a pedestrian environment which is both physically and psychologically comfortable.
- o to create areas having a distinctly pedestrian identity.
- o to encourage a diversity of activities along pedestrian routes.

The downtown pedestrian circulation system is created by the inter-connection of two, very different parts, the first being at grade level, and the second being elevated at the +15 level.

• Grade Level

The role of the street and sidewalk varies within different areas of the downtown, and that difference is reflected in the sidewalk's use, dimension, and character, and in the manner in which adjacent buildings respond to the activities taking place on the sidewalk. There are several "typical" situations:

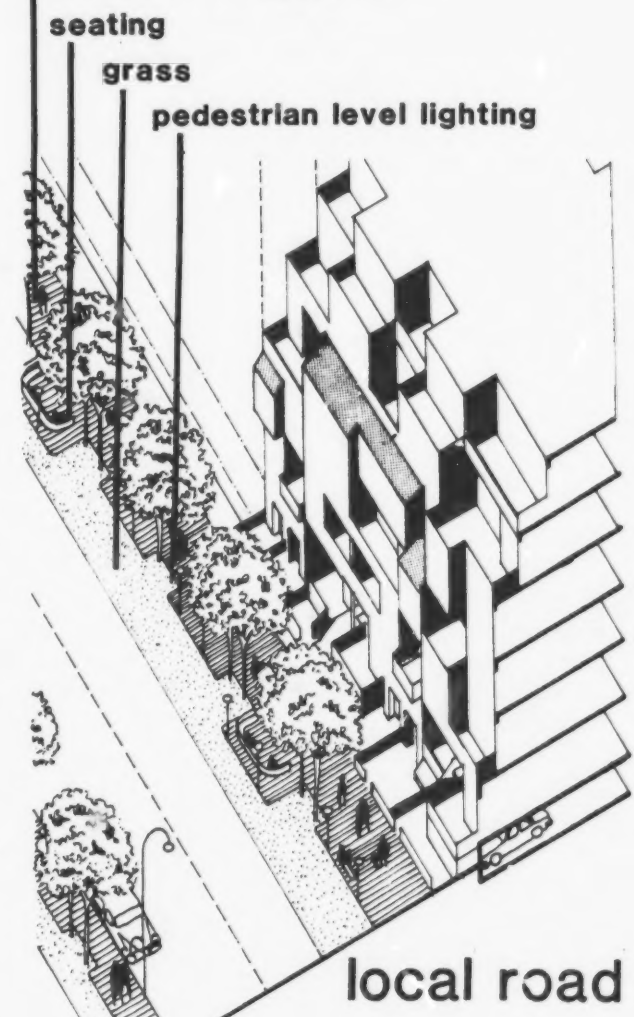
- (i) in high-density pedestrian zones, the area devoted to pedestrians at grade level is substantially increased by restricting auto movement and capacity. Sidewalk improvements are identified and adjacent buildings are expected to respond by providing weather protection, activity, visual interest, and so on.
- (ii) in residential precincts the primary, at-grade, pedestrian system focuses public improvements along the north side of local avenues and the east side of local streets. The intent is to obtain the maximum sunlight exposure for pedestrians at noon and in the early afternoon. Existing rights-of-way can provide ample access for local traffic and still have sufficient width to ensure a substantial walkway on at least one side of each road. Pedestrian connections which may be expected to generate relatively high pedestrian volumes because of the places

which they connect will require special public improvements. (e.g. 8th Avenue between City Hall and Fort Calgary).

Sidewalks should be continuous along the entire block-face for avenues, and interrupted only by lane entrances along streets. All on-site parking should be accessible from the lane.

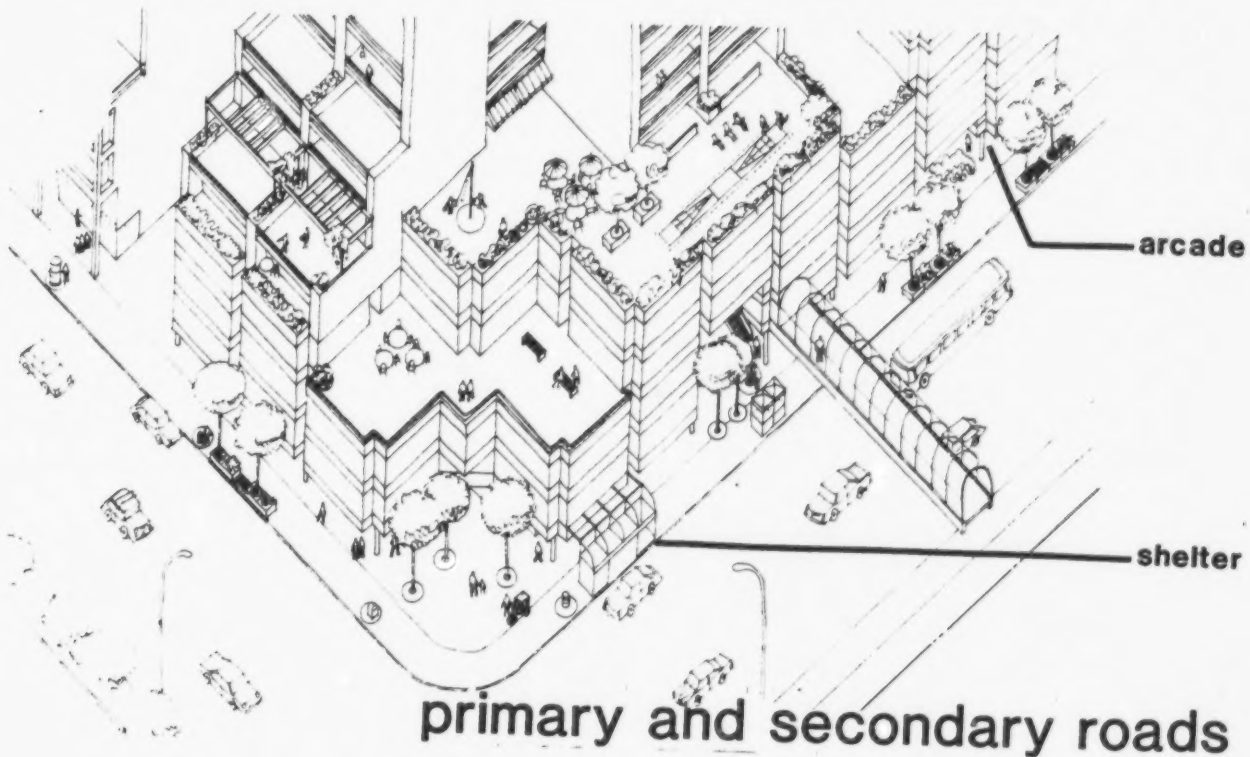
At the intersection of local roads, it is intended that the sidewalk be incorporated into the layout of corner parks as redevelopment of corner lots occurs.

brick coloured Sidewalk



(iii) Along primary and secondary roads which will be carrying heavier traffic volumes, it is not anticipated that there would be much pedestrian movement at grade, since the +15 system provides a convenient alternate route. At grade, the emphasis will be on buffering the pedestrian from the effects of traffic through:

- separation strips,
- splashguards, and
- weather protection incorporated into adjacent buildings.



(iv) Special Cases

Opportunities exist to create several very unique and distinctive pedestrian areas within the downtown. These have been dealt with in the previous section under Open Space.

• + 15 System

Grade-level improvements concentrate on the provision of comfortable sidewalks, tree planting, pedestrian-level lighting, and street furniture. Despite these improvements, pedestrian movement at grade is still interrupted by roads carrying high traffic volumes and can be uncomfortable, if not unbearable, during extreme weather conditions.

The +15 system is intended to resolve the pedestrian/car conflict, to provide a continuous, public, climate-controlled environment and to generally increase the area devoted to pedestrian movement, activity and open space in the downtown.

This is accomplished by the provision of public walkways located 15 feet (4.5 metres) above grade running through private developments and connected by bridges across roads.

In order for the system to work in conjunction with grade level pedestrian areas the following relationships are critical:

- o nature of access and termination points, and
- o the relationship to public open space at grade.

Special improvements have been suggested in these areas and are discussed in the following section.

(i) Walkways should:

- o provide an identifiable and direct route,
- o have a minimum unobstructed width of 4.5 metres,
- o provide a hard surface floor material to allow for easy maintenance and contribute to the perception of walkways as completely public,
- o have uses which contribute to safety, variety and public interest located along the walkways,
- o provide direct access to every block in the Commercial Core,
- o be located along edges of blocks in pedestrian precincts or along

- pedestrian-oriented streets,
- o be located mid-block if running parallel to major arteries,
- o provide for 24-hour per day operation,
- o encourage greater use of and provide better accessibility to public spaces (by means of proximity and exposure),
- o be negotiable by the disabled (i.e. elevator access),
- o be transparent (clear glass),
- o emphasize exposure to natural light in connections and spaces.

(ii) Bridges should:

- o have a minimum clear width of metres 4.5 metres
- o have a maximum overall width of 6 metres if crossing over north/south oriented streets. This is intended to ensure a minimum shadow impact,
- o be highly transparent to allow visual surveillance from the street. To achieve this a minimum glass to solid ratio of 2:1 must be maintained. The glass must be clear,
- o have lighting within them, and on the underside,
- o be at right angles to the public right-of-way,
- o Bridges across avenues can be increased in width and may provide seating and retail space while maintaining a clear passageway at least 4.5 metres wide.

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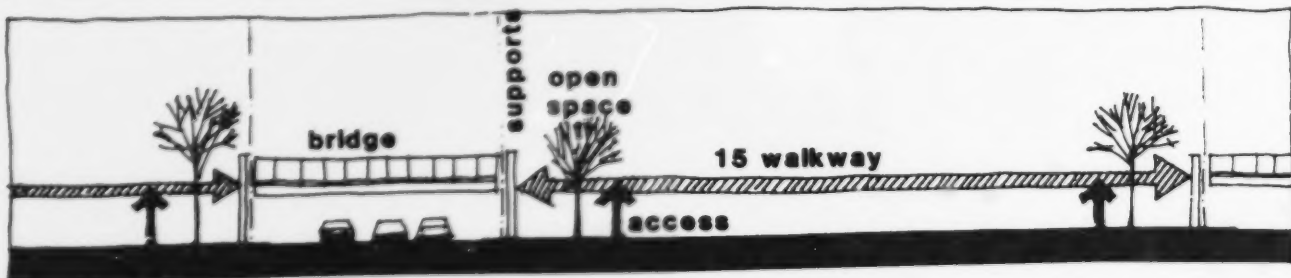
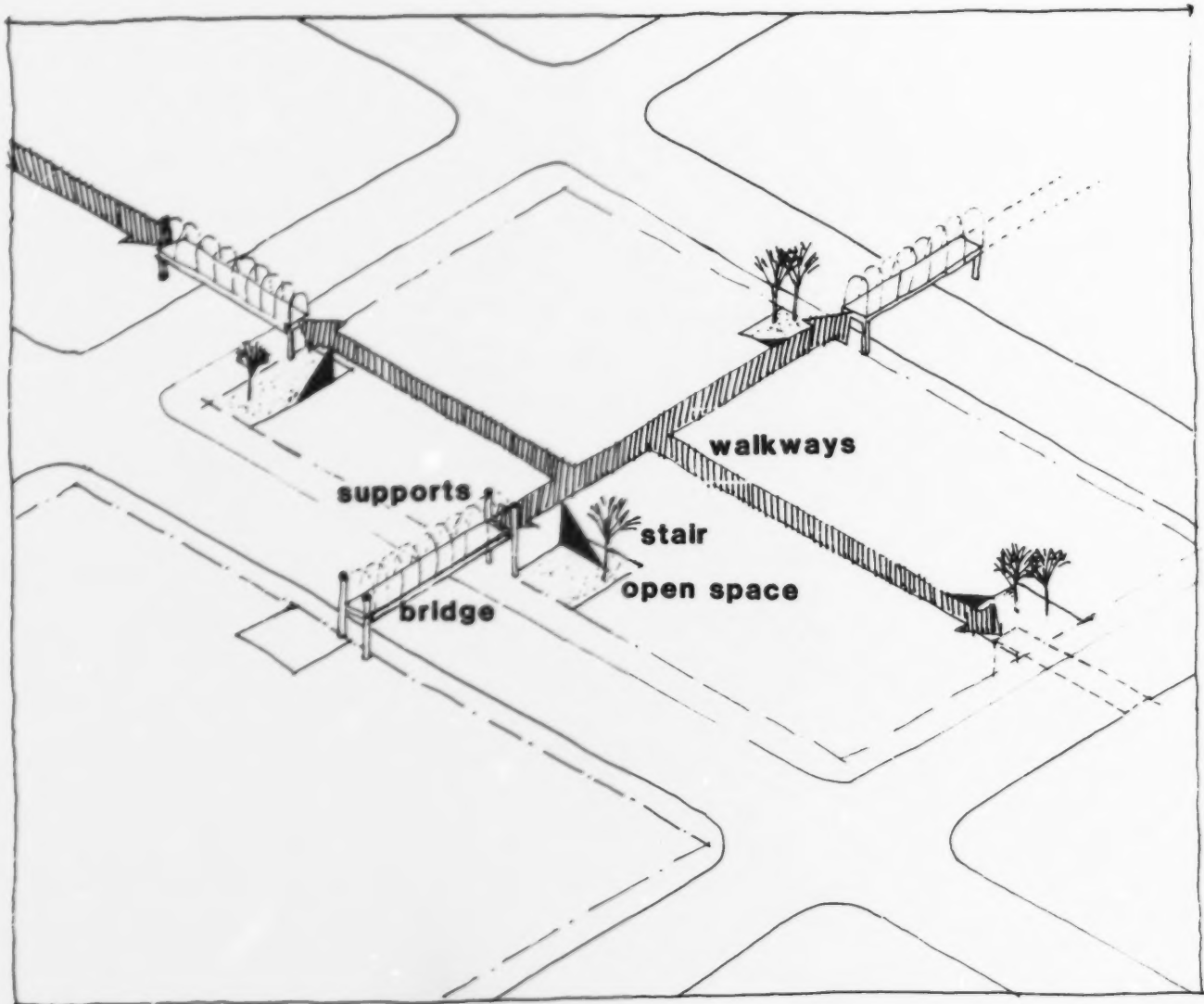
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(iii) Access and termination points for the +15 System are critical and should meet the following conditions:

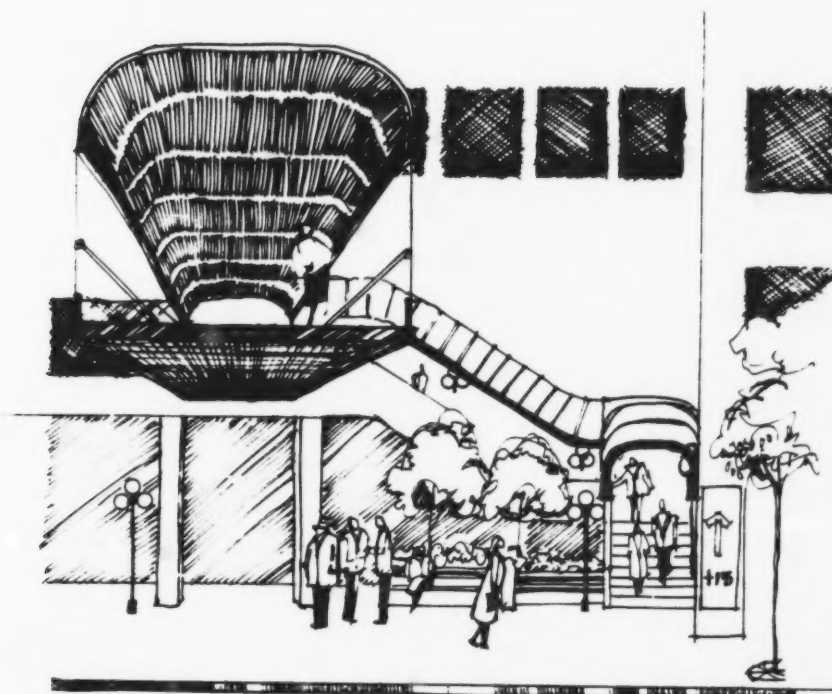
- (a) terminal points for the system should be at corners, and the corners should be public spaces,
- (b) access to the system must be provided for the disabled,
- (c) every building incorporating a +15 connection must have an elevator which stops at the +15 level and is open on a 24-hour per day basis, and
- (d) access points should be provided:
 - from every plaza abutting an L.R.T. station
 - at both ends of every bridge
 - by means of stairs adjacent to bridges which must be visible and generous and accompanied by a landscaped public space, with a minimum dimension of 9 metres x 9 metres (which can be built over, above the 3 floor).

(iv) Primary +15 system

The system as described thus far in this document and as it exists in practice today does not contain any hierarchy. That is, each block is connected in every direction in a similar way.

The concept of a primary +15 system is based on the following objectives:

- (a) to provide access to L.R.T. stations.
- (b) to provide access to retail and public functions within the downtown.
- (c) to provide a comfortable connection from peripheral parking locations to offices in the Commercial Core,
- (d) to provide a continuous east-west connection across the Commercial Core, connecting major public activity areas, and
- (e) to take advantage of portions of the system which are already complete, including open spaces which exist at the +15 level or at grade.

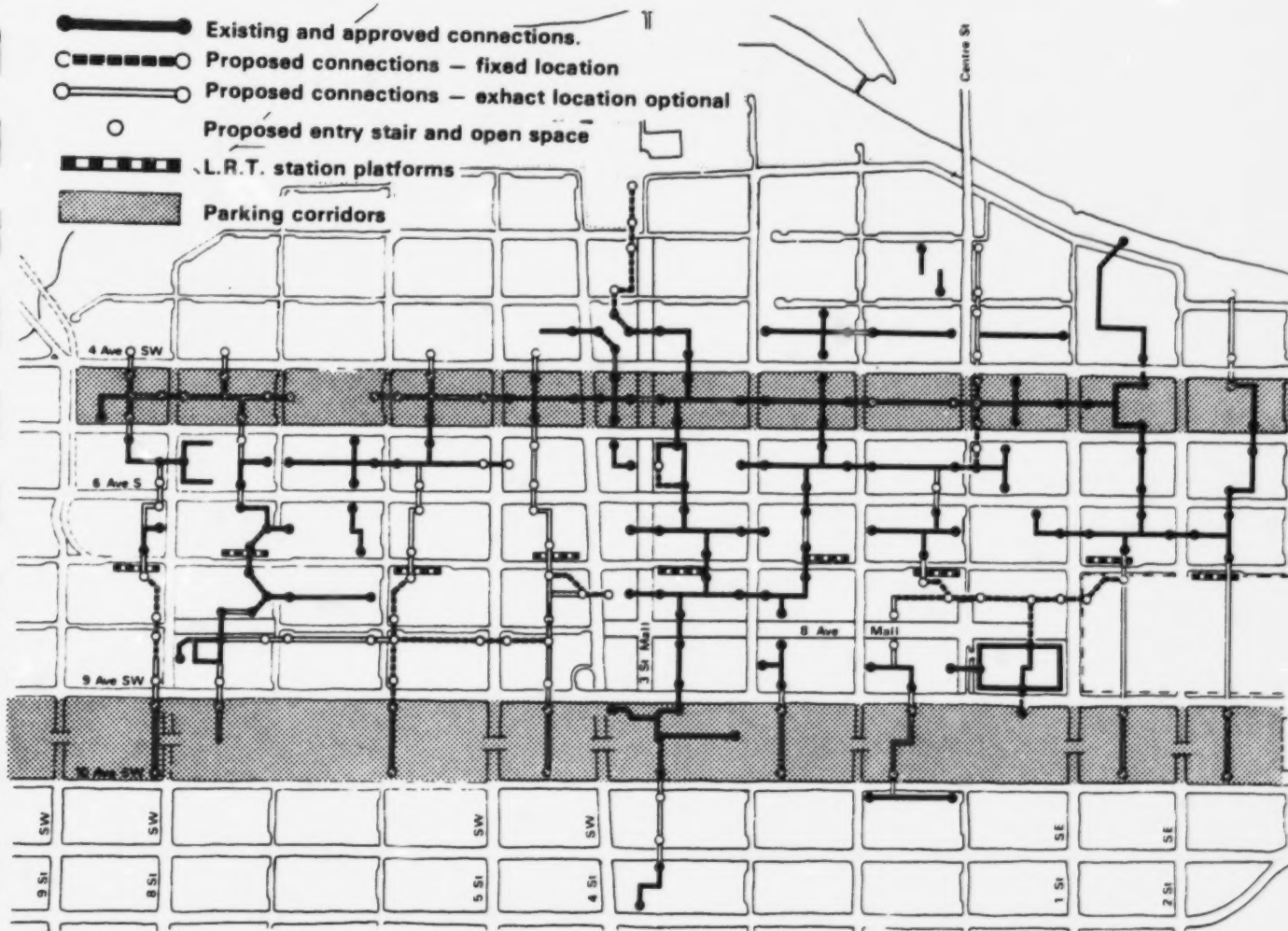


The primary system is distinguished from the system as a whole in that it is an essential ingredient of the public circulation system. While temporary closures or closures after midnight may be contemplated in other portions of the system, primary connections should remain continuously open.

- (a) The primary system should run immediately adjacent to major public spaces.
- (b) A visible connection to the public space must be provided.
- (c) The primary system should attempt to connect to all major public spaces.

In addition to the objectives specified above the following principles have been used in developing the primary system:

The primary +15 system plan shown distinguishes between routes which have a fixed location and routes which may vary so long as there is a connection through the block.



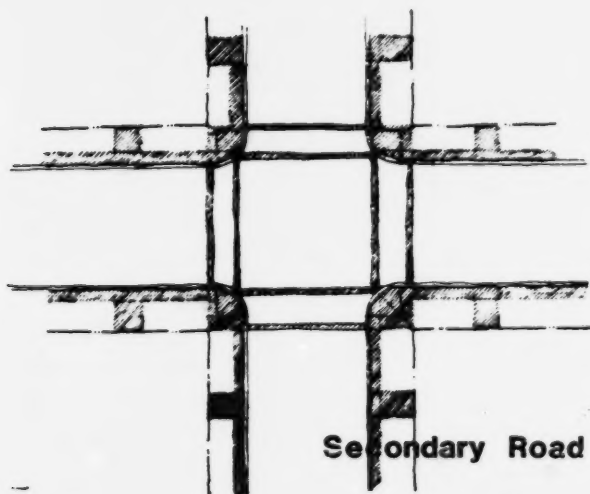
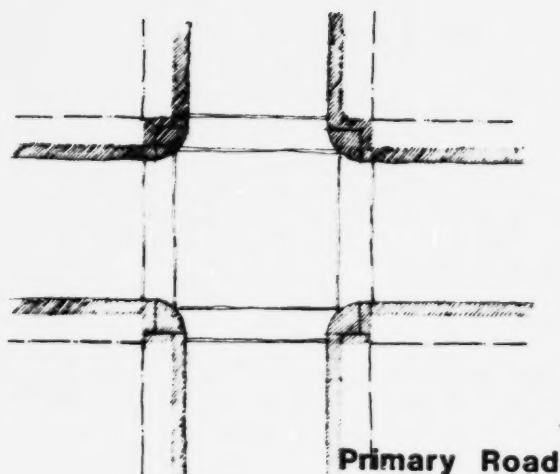
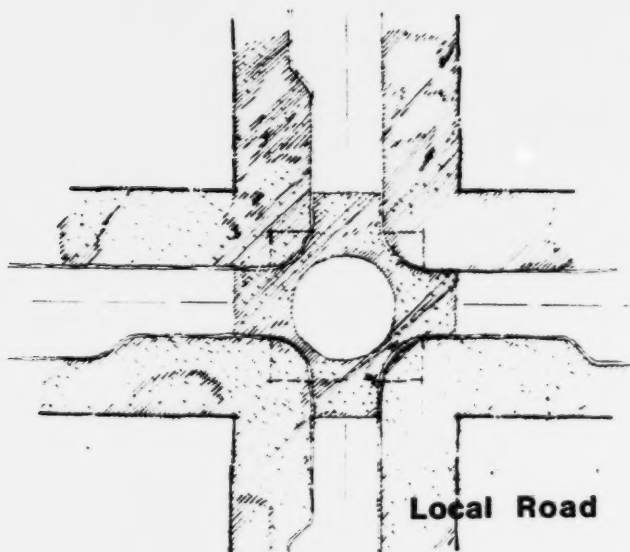
- Common Elements



The type and quality of pedestrian circulation systems varies from one area to another. That is, the amount of circulation space, the type of planting, etc. provided in the Commercial Core is quite different from that in a residential precinct. There are however, some common elements which provide continuity across area boundaries.

(i) Paving Materials

Brick pavers should be used on all sidewalks. The amount of brick used is proportionate to the pedestrian orientation of the street.

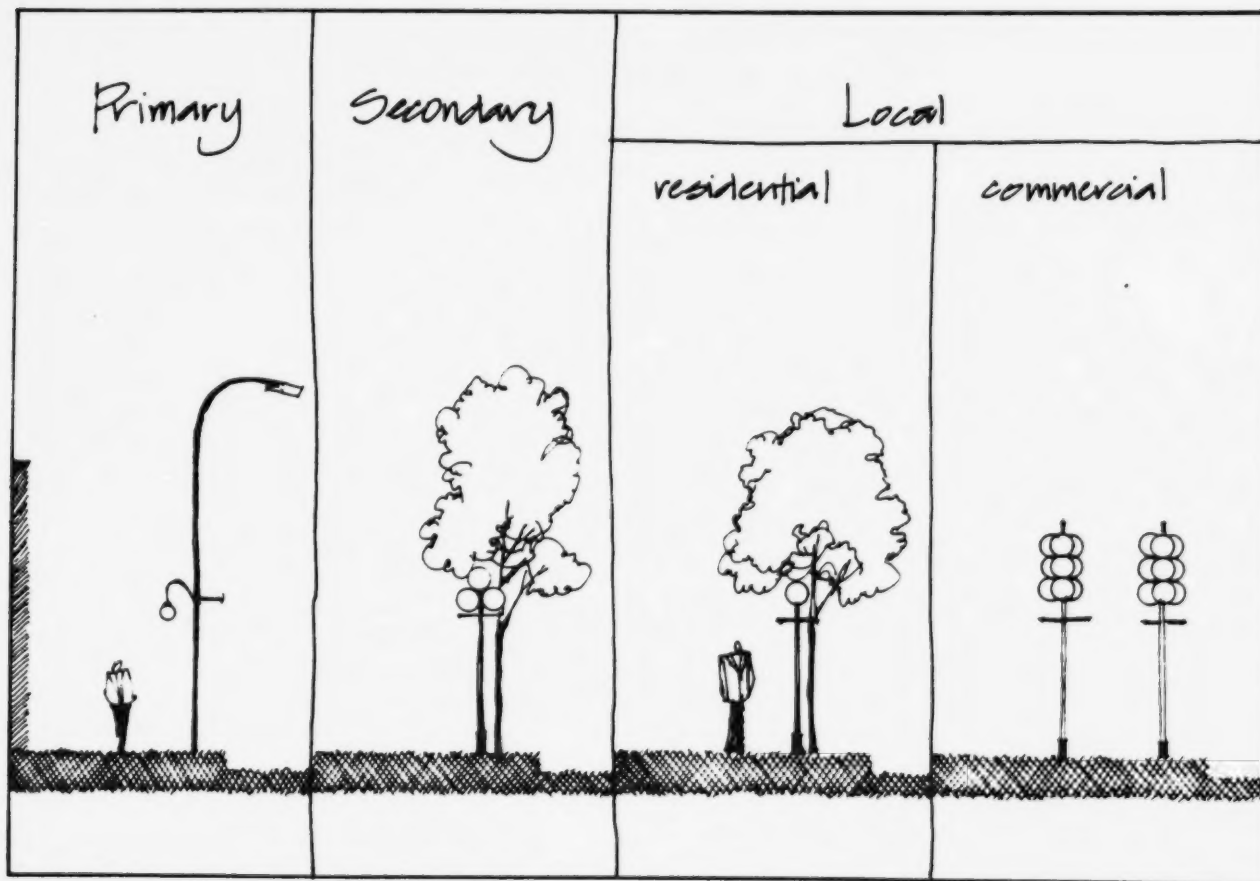


(ii) Planting

Planting occurs within the brick area except on local residential streets where a continuous landscape strip is possible.

(iii) Lighting

Pedestrian-level lighting should (except for the Heritage Area, Chinatown and the Riverbank) be of a common design although the intensity may vary.



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(iv) Seating

Seating, in material, style, and quality should be a common element on typical streets.

(v) Information

Traffic signs, +15 signage and information displays should be designed as a unit and be placed in predicable locations on typical streets.

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(vi) Shelters

Bus shelters are a common element throughout the downtown.

(vii) Utility elements such as:

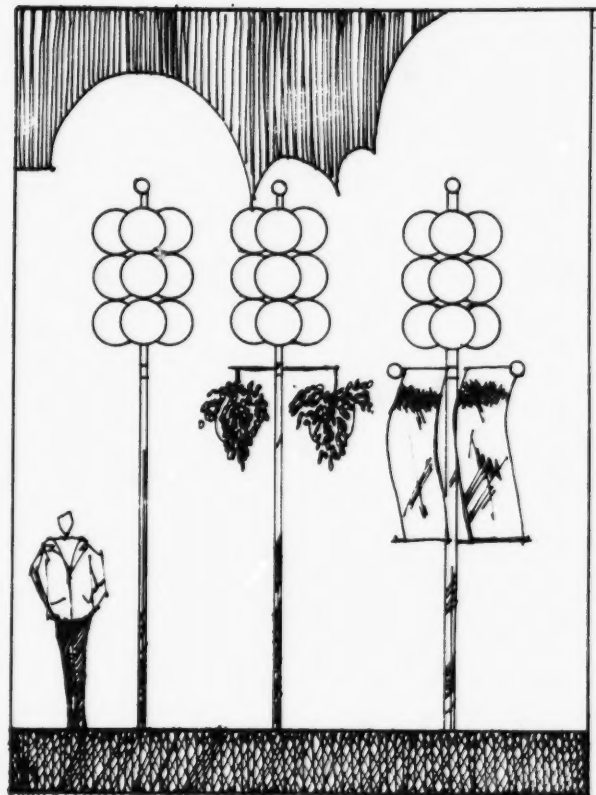
- o traffic signals,
- o waste receptacles,
- o display cases should be consistent throughout.

(viii) Adaptability

While the furniture system needs to reflect permanence and stability it should also be adaptable in terms of celebrating special events and changing with seasons.

This requirement would justify:

- o places to hang banners,
- o the ability to hang flower baskets, and,
- o accommodating Christmas lights.



• Organization

The existing streetscape is in a state of chaos. This chaos has a number of aspects:

- o there is no consistency in the design of individual elements,
- o there is no order in term of the location of various elements. The placement seems haphazard and uncoordinated, and
- o responsibility for elements of this landscape is very thinly spread over many jurisdictions.

The previous section dealt with the issue of consistency of design. In this section, coordination of the placement of elements and responsibility for various elements will be addressed.

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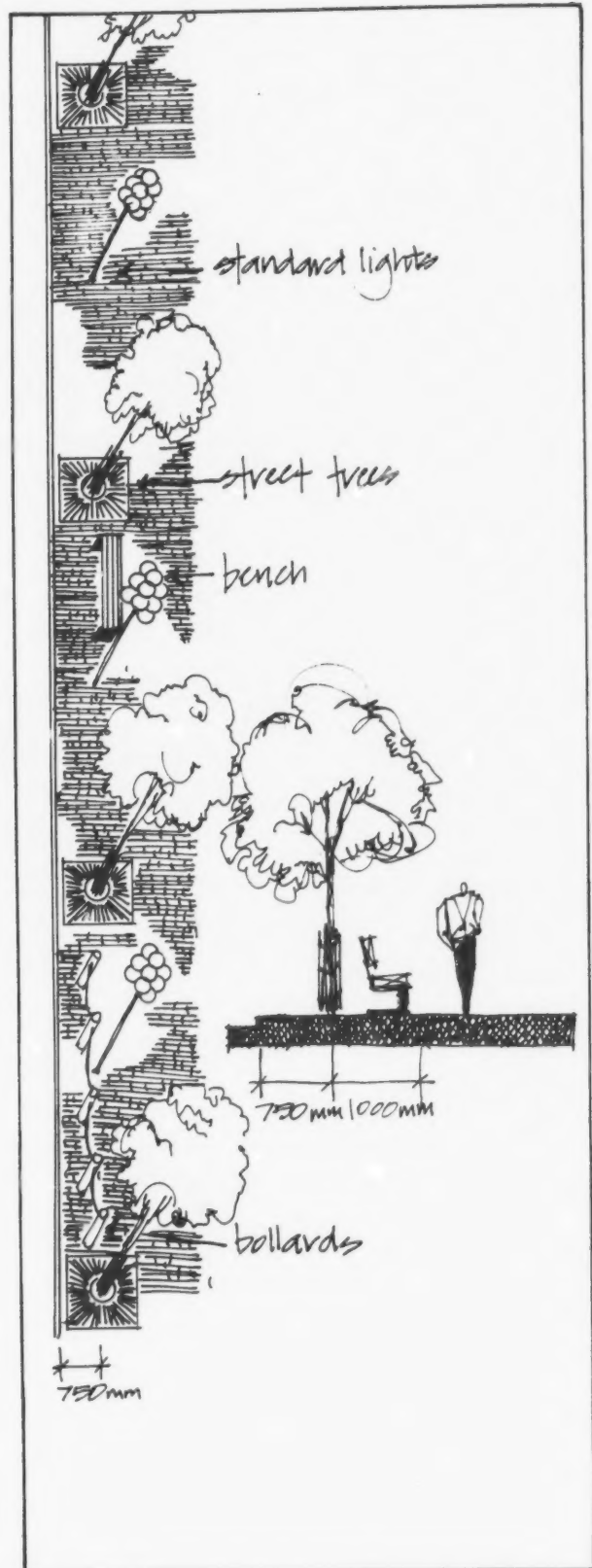
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1. Placement

2. Responsibility

The diagram below indicates the various authorities responsible for elements of the streetscape in New York City. While the situation may not be quite as complex in Calgary, a similar problem exists. No one is clearly responsible for co-ordinating the design and placement of street furniture signs, utilities, etc. Unless this is done it is only a matter of time until the best of intentions are forgotten, expedient solutions embraced and a new chaotic situation will result.

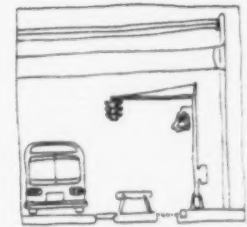
canopies Buildings Dept
commercial signs Buildings Dept City Planning Commission
enclosed cafes Board of Estimate, Buildings Dept, Bureau of Franchise, City Planning Commission, Dept of Consumer Affairs
sidewalk cafes Board of Estimate, Buildings Dept, Bureau of Franchise, City Planning Commission, Dept of Consumer Affairs
sewers Dept of Highways, Water Resources
gratings Buildings Dept, Dept of Highways, Transit Authority
curbs Buildings Dept, Dept of Highways
art Art Commission
benches Art Commission, Dept of Highways
bicycle racks Art Commission, Dept of Highways
seats Dept of Consumer Affairs, Dept of Highways, Police Dept
information kiosks Art Commission, Dept of Highways
trees Parks Dept
subway entrance Dept of Highways, Transit Authority
stands Buildings Dept, Dept of Consumer Affairs, Dept of Highways
telephone booths New York Telephone Co.
fire hydrants Art Commission, Fire Dept.
water resources Water Resources
traffic signs Art Commission, Dept of Traffic
trash receptacles Art Commission, Dept of Highways, Sanitation Dept
refuse Sanitation Dept
mail boxes Post Office
planters Art Commission, Parks Dept
street lighting Art Commission, Bureau of Gas and Electricity
public call boxes Electrical License Board, Police Dept
measures Art Commission, Dept of Highways
sidewalks Borough President's Office, Buildings Dept, Dept of Highways, Transit Authority
bus shelters Art Commission, Transit Authority
vehicles Buildings Dept
subways Transit Authority, Dept of Highways
benches Dept of Highways
utilities Bureau of Gas and Electricity, Dept of Highways
manholes Dept of Highways
fire hydrants Fire Dept
traffic signs Art Commission, Dept of Traffic
decorative lighting Dept of Commerce and Industry
catch basins Water Resources
fire alarm boxes Electrical License Board, Fire Dept
telephone poles New York Telephone Co.



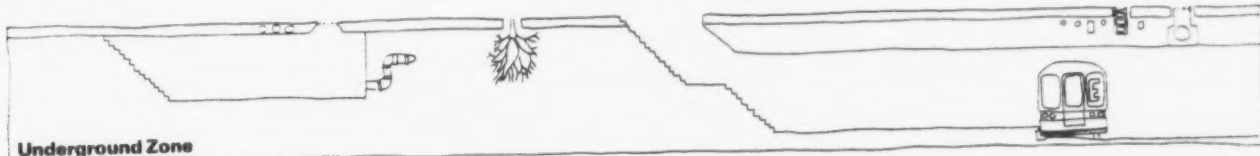
Building Zone



Sidewalk Zone



Vehicular Zone



Underground Zone

New York City Street Study: Design Approval of Street Structures

Original drawing by Jack Hart and Patrick Too, Urban Design Group, Department of City Planning, New York City

Conclusion

The +15 system has been and will continue to be built and paid for by developments. High quality, grade level, pedestrian improvements are critical to this plan. The paving, planting, furniture and signage indicated for the various categories of roads may cost as much as \$50 million.



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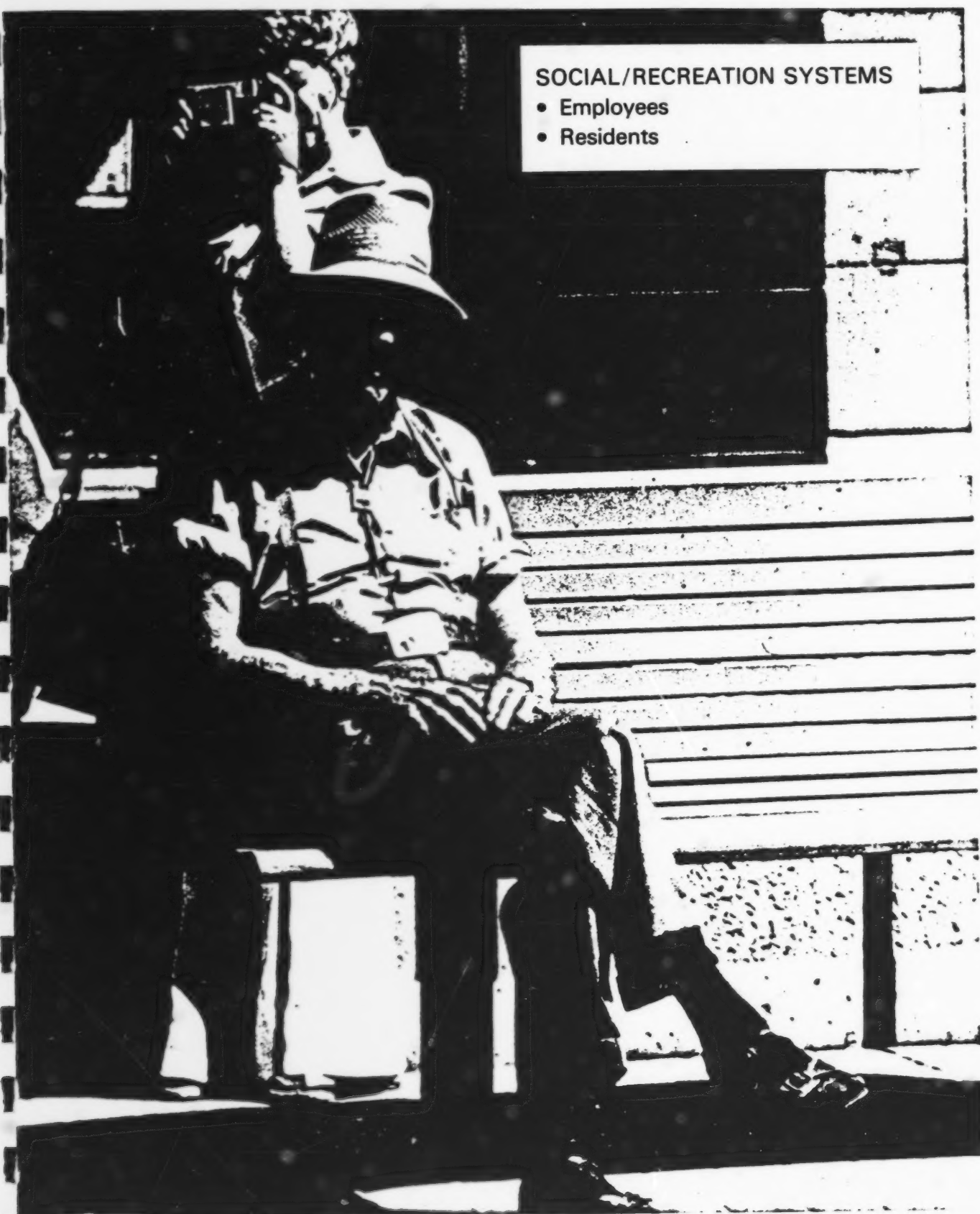
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SOCIAL/RECREATION SYSTEMS

- Employees
- Residents

SOCIAL/RECREATION SYSTEMS

In order to create a downtown which is truly a "people place", it is essential that the Downtown A.R.P. address itself not only to the physical environment within which people live and move about downtown, but also the social environment--the programs, activities and services which attract people downtown and make their stay more fruitful and enjoyable. By 1996, if the policies approved in the DOWNTOWN PLAN, 1979, are realized, there should be a resident population of approximately 25,000 and a daytime working population of approximately 90,000 in the downtown. Both groups have needs for social, cultural, recreational and educational programs, services and facilities which must be recognized and provided for.

While the needs of residents and employees are dealt with separately in this section, specific recommendations for services may well benefit both groups.

• Employees

1. Introduction

There seems to be a growing interest on the part of employees in participating in social/recreational activities near their place of work. Such activities could include:

- o Physical Fitness and Sports
 - outdoor/indoor
 - supervised programs/individual exercise/group activities.
 - recreation/health orientation
- o Recreational/Cultural/Educational Activities
 - films, theatre, concerts
 - lectures, gallery talks
 - continuing education courses, workshops, seminars

- o Social Services
 - day care
 - information and referral services

At the same time, there are public benefits in providing such facilities and programs downtown:

- bringing a variety of activities within reach of people who might not otherwise have the time or the mobility to get to them;
- spreading out peak hour traffic flows;
- contributing to keeping downtown "alive" after normal working hours; and
- making better use of existing public facilities (eg. schools, public buildings, transit systems).

While many programs and facilities are presently available downtown, there are gaps between perceived needs and the resources to meet these needs. The City could play an important role in seeing that these gaps are filled.

2. Objectives

Public initiatives should be designed to meet the following objectives:

- o to ensure that sufficient facilities and programs are provided to meet the needs of the future downtown working population
- o to ensure variety in facilities and programs, so as to meet the diverse needs of downtown employees;
- o to ensure that facilities and programs are easily accessible:
 - information as to what exists should be easily available and prominently displayed;
 - programs and facilities should be distributed throughout downtown according to the location of potential user groups;

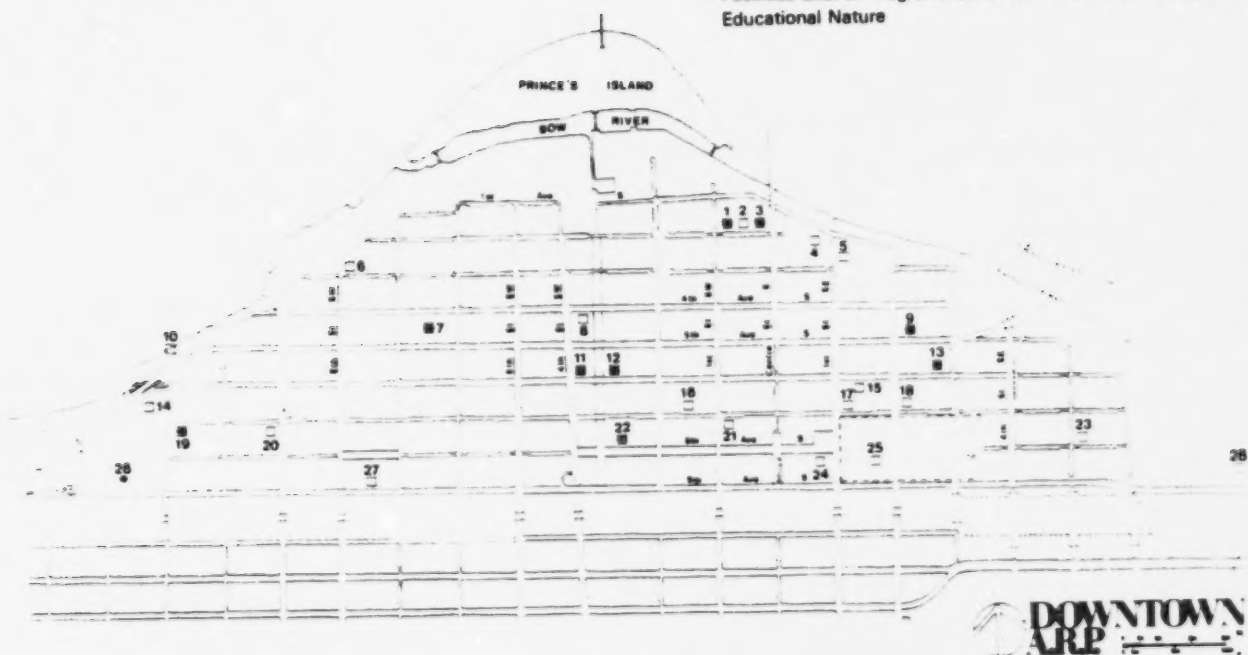
- they should be easily accessible by public transit; and
- facilities and programs should be available at reasonable cost.
- o to ensure that the locations selected for facilities and programs contribute toward the overall objectives of the Downtown Area Redevelopment Plan (e.g. contribute to the desired character of an area, take advantage of the public transit system, link in with the pedestrian circulation and open space system, contribute activity and interest to public spaces).

Social Recreational Facilities

1. Indian Friendship Centre
2. Chinese Public School
3. Chinese United Church
4. Chinese Pentecostal Church
5. National Film Board
6. Trinity Lutheran Church
7. McDougall School
8. Mount Givary Lutheran Church
9. YWCA
10. Present Golden Age Club
11. Knox United Church
12. YMCA
13. Alberta Vocational Centre
14. Planetarium / Pleiades Theatre
15. St. Francis Church
16. Lunchbox Theatre
17. Cathedral Church of the Redeemer
18. Public Library
19. Kerby Centre
20. First Lutheran Church
21. Central United Church
22. Devonian Gardens
23. Proposed Golden Age Club
24. Glenbow Alberta Institute
25. Proposed Performing Arts Centre
26. Mewata Stadium
27. Theatre Calgary
28. Fort Calgary Interpretive Centre

• Fitness or Sports - Oriented Facilities and/or Programmes

□ Facilities and/or Programmes of Recreational, Social, Cultural or Educational Nature



3. Existing Situation

Investigation reveals that there are a considerable number of facilities for social/recreational activities in the downtown. The majority of facilities are for non-athletic activities (e.g. theatres, lecture halls, meeting rooms). While some facilities for physical fitness are starting to be provided by employers in new developments, this is not a widespread trend, and will normally benefit only a certain number of employees who work for major companies who either own their own building or had one expressly designed for them.

The accompanying map shows the distribution of facilities, and indicates a concentration of facilities in the eastern part of the downtown core. Unequal distribution of facilities is a problem because the shortness of the lunch hour, which is prime recreation time, means that employees cannot make use of facilities which are not very close to their place of work. While the advent of L.R.T. may improve accessibility, it would be preferable to see additional facilities located in the western part of the downtown. One possibility is for the City to develop a sports facility of some type on the site of Hewata Stadium. Another is for the City to encourage the location of facilities in private buildings in the west end of downtown.

4. Components of a Social/Recreational System for Employees

a) Better Utilization of Existing Facilities

There appears to be heavy use of some facilities, particularly fitness facilities, at peak hours, and under-utilization at other times. In addition, there may be other facilities that are under-utilized due to lack of information concerning their availability, problems as to who should assume responsibility or added costs for security and maintenance when facilities of one organization are used by another organization, and so on.

Before recommending development of new facilities, all possible means for making more efficient use of existing facilities should be explored. Such means should include the preparation of a comprehensive inventory of existing facilities and their availability (in terms of time, cost, conditions of use) and distributing it widely among groups interested in providing programs.

b) Development of New Facilities

i) In Private Developments

The cost of developing new facilities for various forms of recreation in the downtown are very high, due to high land costs. Economic sense would suggest that facilities be incorporated into office or residential buildings. Such a strategy is further supported by the need for facilities to be located close to work places, which would result in the dispersion of facilities in several locations.

One way of obtaining social/recreational facilities is through offering incentives for their provision in private developments. The Bonusing System contained in the Land Use By-law provides a mechanism whereby a development in the Commercial Core can obtain additional floor area in return for providing certain features which contribute to public objectives. Included in the list of bonusable features are facilities such as theatres, sports or recreation facilities, churches, educational facilities, auditoriums for use by amateur theatre or other outside groups, day care centres and so on. In order to be eligible for a bonus, facilities have to be accessible to the public and clearly require an incentive for their provision.

While the space is provided by the private developer, the intent is that these facilities be for public use, and form part of a social/recreational system within the downtown. In order for the various parts of the system to work together, a co-ordinating and planning role is necessary. For example, information should be available as to what kinds of facilities are needed in what locations, in order to provide guidance to developers who may be interested in taking advantage of the bonus available. Consultation should also be available regarding design and operation of facilities, including the possibility of joint public/private arrangements.

Failure to undertake planning of this sort can result in a collection of individually very good facilities which may be overly concentrated in one part of the core, or which duplicate existing facilities while leaving gaps in other areas, or in the provision of facilities which become "white elephants" because of insufficient need, or a poor location.

Because of the large number and variety of organizations which provide programs and facilities of a social/recreational nature in the downtown, the participation of these organizations should be sought in assessing needs for future facilities. The Planning Department can then assume responsibility for communicating the results of this process to developers and negotiating for facilities as part of the development review process.

ii) Public Provision

While the purchase of downtown land for public social/recreational facilities is not recommended, there is an opportunity to better utilize an existing parcel of City-owned land, that is, the Mewata Stadium site. It is felt that this land, situated as it now is at the edge of a fast-developing core, could be used for more intensive recreational purposes, likely of an athletic orientation, but accommodating indoor as well as outdoor activity. The location of the facility, close to existing downtown residential developments and future residential (Eau Claire) and mixed use (South Downtown) areas, would be able to serve people who live as well as those who work downtown. The A.R.P. recommends that a Master Plan be prepared for the Mewata site, and that the incorporation of an indoor athletic facility be part of the terms of reference for the plan.

c) Development of Programs

Programs of an athletic, cultural or recreational nature for downtown employees are presently being offered by a wide variety of organizations. These organizations are generally very open to developing new programs in response to perceived needs. In order to meet the objective of ensuring that sufficient programs are provided to meet the needs of employees, then, the question becomes one of i) determining what these needs are, and ii) communicating them to the appropriate providers of service. There are several ways of doing this, ranging from relatively "hard" methods like survey research, to public meetings and workshops designed to solicit input from employees as to what programs they would like to see offered downtown, to initiating pilot projects or "test" programs and observing if sufficient interest is generated to make a program successful.

As an example of such a planning process, the planning team initiated a pilot project in the spring of 1979 in McDougall School, whereby the Leisure Learning Services of the Parks and Recreation Department and the Continuing Education Department of the Calgary Board of Education established new programs for employees in the west end of downtown, at McDougall School. A fitness program in an after-work time slot and a lunch hour discussion series for women were offered in the spring and were successful enough to be continued in the fall semester. In addition, an Open House was held for residents and employees in the area of the school, to demonstrate what programs and services are presently available and to solicit input as to where gaps exist and how they might be filled. Workshops of this type on a larger scale could provide valuable information to program organizers.

At present, each organization does its own program planning in response to needs which it has identified. In order to develop a social/recreational system which is capable of identifying and responding to the needs of downtown employees, co-ordination of the efforts of the various organizations involved in the downtown would be required.

It is recommended that "downtown employees" be identified as a target group, that the organizations presently involved in serving this group be brought together on a regular basis to compare notes, identify gaps and duplication in services, sponsor workshops or special studies, establish pilot projects and so on. The existence of such a group, a "Downtown Opportunities Task Force", would provide a vehicle for engaging in ongoing planning to meet social/recreational needs in the downtown. To the extent that the flexibility exists for organizations to adjust their programming to respond to new needs, no expenditure of funds is necessary. In the future, needs may be identified which may require additional resources, and requests for funds would be made to the appropriate organization, which may or may not be the City.

d) Information

A key element in the social/recreational system is the provision of information concerning what programs, services and facilities are available downtown. At present, the task of disseminating information is assumed by individual organizations, with some co-ordination occurring through the City's Public Information Department (in particular the Advice Information and Direction Centre) and Parks and Recreation Department (through its Cultural Resources Newsletter).

It is suggested that the City could play a larger role in seeing that information is available in a co-ordinated fashion, at predictable times and in predictable locations. Mechanisms could vary from kiosks (manned or unmanned) located in public spaces such as the 8th Avenue Mall or in indoor shopping malls, to telephone systems, to newsletters or posters made available to private companies, etc. The A.R.P. recommends that the Planning Department work with the Public Information Department to develop an information system for the downtown.

5. Implementation

The Downtown A.R.P. proposes several specific recommendations which constitute the first steps in the establishment of the social/recreational system. As with other, physical, public improvements, monitoring of the effectiveness of the measures proposed and the bringing forward of annual recommendations for the gradual development of the system, are essential.

• Residents

There is presently a resident population of approximately 11,000 in the downtown, which tends to be concentrated in three areas: the East End (east of Centre Street); Chinatown; and the West End high-rise district (between approximately 6th and 9th Streets West). If the land use policies in the DOWNTOWN PLAN are realized, the population will increase to approximately 25,000 people. The three major residential areas proposed in the PLAN - the East End, Chinatown, and Eau Claire (which includes an area west of 9th Street West) - overlap or are immediately adjacent to the existing concentrations. For this reason, the social-recreational systems were examined by sub-area. While there may also be considerable residential development within the mixed-use areas, which border the Commercial Core, the size and location of the resulting resident population is impossible to predict at this time. A monitoring of development trends will be required in order to assess this.

The DOWNTOWN PLAN (1979) identified the East End as an area in particular need of social services and facilities for residents and users. As a result, an extensive social planning process was initiated by the Social Services and Planning Departments in conjunction with agencies working in the area as well as residents, to make recommendations to meet the social/recreational needs of existing as well as future residents. Consultation with service providers in the downtown and with residents of the other two areas indicated that the West End and Chinatown, were not presently high need areas. As a result, the recommendations for these areas are much less extensive. The recommended approach is that the situation in these areas should be monitored, and if, in the future, needs are identified, programs and services can be introduced to meet these needs. The "Downtown Opportunities Task Force" suggested in the previous section under "employees" could play a valuable role here as well.

1. The East End

a. Objectives

The primary objectives of the plan are:

- (i) to assess the needs of the area's current and projected population and to make recommendations for services and programs which will meet these needs;
- (ii) to anticipate any major social problems which may develop and to make appropriate recommendations which, when implemented, will assist in preventing such problems.

b. Current Social Needs

The two major groups which reside in and/or frequent the East End Area are senior citizens and transients. The two groups generally require different kinds of services.

(i) Senior Citizens

There is a population of approximately 1,300 senior citizens who currently reside in the senior citizens' high rises east of Centre Street. In addition, there are many low income, middle-aged and elderly residents residing in suites between 3rd Street East and Centre Street.

The needs of the seniors fall into the following general categories:

- health and home care
- social/recreational
- information about, and transportation to, services, amenities, etc.

The large number of seniors who are concentrated in the area east of Centre Street could support some services provided on a local basis, (i.e. services which are part of a city-wide agency and decentralized to this area, or alternatively, those which are developed and operated by the community). Currently, the only senior citizens' service which is provided to the East End is the Outreach Pro-

ject for Eastern Core Seniors (OPECS), which is a three year demonstration project. The area is served by a number of city-wide services, but it is very likely that some of these should be provided at the community level. Alternatively, some of the needs could be met by existing city-wide services, but residents need information on the availability of services and how to access them.

(ii) Transients

Because this segment of the population has not traditionally been provided with services other than just the bare essentials, many of their needs with respect to social, educational, and rehabilitation services are unclear. Many of these needs can be surmised, but should be substantiated through documentation.

Transients cannot be 'classified' within a single category, and social service agencies who work with them suggest that there are four main groups who have varying service requirements: mobile transients, hard-core transients, natives and travelling youth. These four groups can be distinguished as follows:

(a) Mobile Transients

These are persons (generally men) from other cities or provinces who have come to Calgary to find a job and resettle here. They are attracted by employment opportunities and often need initial assistance in locating a job. Needs of these persons are primarily:

- o accommodation
- o food and clothing
- o employment counselling and/or placement
- o general support in getting established

(b) Hard-Core Transients

These are persons (primarily men, but also some women) who have developed a lifestyle of drifting from place to place, unemployment, possibly alcohol-related problems and dependency upon social agencies and institutions. They generally impact upon communities in

which they reside or frequent by causing other residents to be frightened of their loitering, intoxication and other socially unacceptable behaviours. Meeting the needs of these transients through the provision of social services not only directly assists the transients, but also reduces any negative impact that they may have upon the immediate community. Some of the needs of this group are:

- o physical needs - accommodation, food, clothing
- o daytime shelter and activities
- o information and direction to available services
- o health care
- o detoxification and alcoholism treatment
- o long term accommodation and assistance in finding it
- o employment training

(c) Natives

Native persons are categorized separately because, in addition to sharing the needs noted in the above two categories, they also have needs relating to their integration into urban life. It was suggested by several social agency representatives that programs for natives should be separate for a short time in order to identify special needs. At the point when natives become more comfortable with their integration into the 'white' society, it would be appropriate for them to become involved in integrated social programs as well. Some of the services which could be oriented specifically towards the native group are:

- o a living skills program, including the development of skills to adapt to a white, urban life
- o 'aggressive outreach'
- o sheltered workshops
- o information and referral

(d) Travelling Youth

These are persons who stay in Calgary for a short time to see the city, and then presumably move on to another centre. It is very likely that some of the Youth Hostel users also seek employment and depending on their success, stay or leave Calgary.

The major needs of this group are:

- o shelter
- o food
- o transportation

It has been suggested that these needs are being met quite adequately through the Youth Hostel. As well, this group is better equipped to cope independently than are those who reside in the Single Men's Hostel or who simply frequent the East End area.

(c) Projected Needs and Services

In addition to planning for the senior citizens and transient groups, it is necessary to address the anticipated needs of future residents.

(i) Projected Population Mix

The target population for the East End will be between 8,000 and 12,000 persons. Considering the type and mix of housing units proposed for the area and the presence of the senior citizens' residences, the population mix may be as follows:

- singles and couples - 75% or 9,000 persons
- families - 10% or 1,200 persons
- seniors - 15% or 1,800 persons

Approximately 550 seniors currently live in the residential precinct east of 3rd Street East. It is anticipated that some seniors will move into the area as housing is developed. As the population base expands, it may be desirable to build additional senior citizens' accommodation, but no further seniors' housing projects should be constructed in the East End until a more balanced population is achieved.

(ii) Senior Citizens' Needs and Services

In addition to the number of seniors living in the residential precinct, an additional 750 seniors live between Centre Street and 3rd Street East. To date, there is only one service, OPECS, which has been developed on a localized basis for seniors in the East End. This high concentration of predominantly low-income seniors is in need of some general, as well as some specialized locally-based social/recreational/health services.

The Golden Age Club, which is proposed for the East End could meet this need. If, however, the Golden Age Club is unable to locate in the area, another senior citizens' facility will have to be developed in the East End, in order to ensure the provision of community-based/social/recreational and health services.

Senior citizens' and inter-agency meetings representing seniors have identified the following services which are needed by the elderly on a community level:

- information and referral
- outreach and follow-up
- counselling (individual and group)
- high rise coordinators
- health services
- drop in facility (with recreational and social programming)

With the exception of high rise coordinators, all of these services should be located in the recommended senior citizens facility.

The information and referral service would be an informal but regular program which would be run by volunteers and would be located in a highly visible location within the drop-in centre.

The Outreach Project for Eastern Core Seniors which is currently operating out of one of the seniors' high-rise could be relocated to the drop-in centre. A follow-up program is required to provide service and maintain contact with people who are identified by the outreach workers as being in need.

A part-time counselling program (one half day per week) should be located in the drop-in facility. This would be a demonstration project, in order to determine the actual need and would be provided by the Calgary Family Services Bureau or by the Federation of Family and Community Counselling Services of Calgary.

Health services are required and could be provided through the Local Board of Health and/or through private physicians. Private physicians could rent office space within the drop-in facility. The demand for decentralized Local Board of Health services should be monitored and such a service implemented if required.

The proposed drop-in facility should house a coordinator for living skills programs, social services and educational programs. This person should have contact with the proposed coordinators located in each of the senior citizens' high rises. The drop-in facility coordinator, in conjunction with a community development co-ordinator, should also be responsible for monitoring and responding to any emerging senior citizen needs. Recreational/craft programming should be provided through the Parks/Recreation Department.

A coordinator should be located in each senior citizens' high rise. This person would be responsible for: helping the seniors with their day-to-day needs; organizing a "neighbour's watch" program; maintaining a liaison between the residents and the outside community; and working in conjunction with the drop-in facility coordinator to develop "in-house" social and educational programs.

Other services identified as necessary for senior citizens are presently being provided on a city-wide basis and do not need to be decentralized. However, it is recommended that some form of coordination of homemaker services occur within the senior citizens' high rise.

(ii) Transients' Needs and Services

(a) Development of a Comprehensive Services Plan

As was suggested above, not enough is known about the needs of the transient population to make specific recommendations at this time. This need for more information resulted in a part-time staff person being hired by the Social Services Department to assist the Inner City Welcome and Recreation Centre (a drop-in centre for transients in the area) and to prepare a comprehensive social profile and assessment of the needs of transients in the area. This person has been acting as a "participant observer" and

- does outreach work with transients in the East End;
- works with clients in the Centre;
- documents service needs and general living conditions of the transients; and
- has compiled information for a comprehensive outline of services required by the transient population.

A report on the findings from this project is presently being prepared. At the same time, a second study is in progress within the Social Services Department on the needs of the "hard-to-house" - the older, "burnt-out" transients who cannot be accommodated in existing senior citizens' housing or nursing homes, and who are drawn to the East End, often staying at the Single Men's Hostel, though this facility is not equipped to meet their needs. Specific recommendations from both these studies should be brought to Council for approval by June, 1981.

(b) The Single Men's Hostel

It is generally agreed that the continuing presence of the Single Men's Hostel in the East End will be incompatible with a residential community. It is felt that the Hostel would inhibit development of the area because potential residents would be reluctant to situate themselves in close proximity to a population which is generally regarded with fear

and anxiety. It is therefore recommended that the Single Men's Hostel be relocated.

The new location should be within walking distance of the services and facilities used by the clientele of the hostel (eg. temporary employment services, inexpensive restaurants, clothing depot, day centre, counselling and activity programs, detoxification centre), and close to public transportation routes. In order to minimize the impact on the surrounding community, the hostel should be located in a more 'urban', 'anonymous' environment, where there is intensive activity in both day-time and evening - more people, and hence greater tolerance and less fear of strangers. The mixed-use area in the South Downtown meets these criteria, and thus is proposed as the future location for the hostel. While most of the necessary social services are located close by, others such as the Inner City Welcome and Recreation Centre could move with the hostel to the same general area.

While the relocation of the hostel will not completely resolve the problems which presently exist - senior citizens who are intimidated by the transients who they find loitering in the area - wanting to sleep in the building lobbies at night or congregating in large groups in parks in the area, the number of transients using the area would be reduced, which should help to reduce the conflict between the two groups.

At the same time, additional measures should be taken to help the senior citizens to feel more secure and to improve their ability to cope with the situation. These measures could include a more visible police presence in the area; intensification of the Police Department's educational programs in seniors' high rises; recreational programming which encourages groups of seniors to use public space in the area and to "claim the territory", physical improvements to the environment such as better night lighting and so on.

Preliminary discussions have been held with Provincial officials to discuss the hostel

relocation. They have stated that they would seriously consider moving the hostel to an alternate location within a three or five year time period on the condition that:

- 1) City Council approves a use for redevelopment of the area which would be incompatible with the Hostel; and
- 2) The City is able to assist in finding an alternate site in an area which is close to the services utilized by the transients.

Discussions about the relocation of the hostel will continue until a definite action plan is developed.

(c) Youth Hostel - Future Compatibility

Some negative feelings about the youth hostel and its occupants were expressed by existing businesses and residents in the East End. However, the need for action on this issue is not as pronounced or urgent as it is for the Single Men's Hostel, and therefore, no recommendations for change are being made. Once development of the area begins, the impact of the hostel should be monitored and any necessary action taken at that time.

(iv) General Population - Needs and Services

In order to develop the East End as a "community" as opposed to simply an area of residential buildings, some community-based services, typical of existing neighbourhoods, must be provided.

(a) Social Services and Community Development

Social services for the general population should be limited to general information and referral and the provision of assistance in accessing more specialized, city-wide services. (This does not negate the previous recommendations for services for seniors).

It is strongly recommended, however, that a community development component be introduced into the area at the beginning of the area's development. This would be implemented

through hiring a community development worker and having a community office (which could be in common with other social and recreational services, for example, in the senior citizens' facility).

Such a service should be community-based, similar to the Hillhurst-Sunnyside Community Services, and designed to assess needs for social services, recreation and housing, and to encourage the development of resources to meet these needs. This would:

- 1) help to establish a sense of 'community'; and,
- 2) provide an ongoing planning function as the community develops and assist the community in making its needs known to the developers, the City and others who have an impact on the development of the area.

(b) Educational Facilities

Even though it is intended that some families will live in the area, it is not suggested that any school facilities be constructed. There would probably not be enough school-aged children to support a school, and children residing in the area could attend one of the existing schools which are located on the periphery of the downtown, (i.e. Bridgeland, Hillhurst-Sunnyside, Inglewood-Ramsay or Victoria Park).

(c) Child Care Facilities

As with educational facilities, uncertainty about the number of children who may move into the area suggests that a decision to construct a specific day care facility in the area may be premature at this point. There are four other child care facilities within relatively close distance of the proposed community: Alexandra Day Care (in Inglewood/Ramsay) Bridgeland Day Care, the downtown YMCA, and the Children's Place (in Chinatown). Should these facilities prove to be inadequate it may be possible to convert space within some of the residential developments into a small day care centre. This could be done either as a commercial

enterprise or a non-profit venture.

(d) Recreational Facilities

Until a substantial portion of the area's re-development is completed, and much of the community population is actually living in the area, it will not be possible to determine the need for a community recreational facility (i.e. a building). Being eligible for a Major Cultural Recreational Grant for a building is, in part, dependent upon the need being established and upon the immediate community financially supporting such a concept.

The anticipated profile of the population is one which suggests that a high proportion may belong to private facilities or draw upon the resources of the city as a whole and, therefore, may not be dependent upon a local community facility to satisfy personal recreation needs. In addition, there are several facilities located nearby which could serve the recreational and other programming needs of the community: the YWCA, YMCA, Fort Calgary, and McDougall School. However, a specific site should be identified and purchased by the City now in order that it be available if so required.

During the development phase, the community should have a community office which could be located within the proposed Golden Age Club. This would facilitate the formation of a community association, which in turn, would assess the need for further development in terms of a building, programs, etc. A Parks/Recreation employee could staff the office on a part-time basis; thereby enabling the development of recreational and special interest programs at the outset.

The private residential developments may well have recreational/socialization amenities included within each complex. These could include an arts and crafts facility, an exercise room, swimming pool, possibly racketball and/or squash courts and party/activity

room. This would serve to encourage a feeling of community within the individual developments and perhaps also reduce the need for a central facility.

(e) Health Services

It was suggested earlier that health services (i.e. a public health nurse) should be decentralized on a part-time basis in order to provide greater accessibility for seniors. The general community could utilize the same service if it was provided often enough. For ongoing care, the majority of the population would likely use private doctors and dentists. Emergency hospital care would be provided through the Calgary General Hospital.

2. Chinatown

Contacts with representatives of Calgary's Chinese Community indicate three needs for citizens of Chinese ancestry:

a) A community school with several services being offered:

- to teach Chinese youngsters about their culture and their heritage
- to assist Chinese adults in learning about the Western culture [eg. Pre-ESL (English as a second language) instruction, citizenship classes, orientation for new immigrants, income tax clinics and other specialty courses].

It is understood that such a centre is presently in the planning stages.

b) A cultural and recreational centre. Since Chinatown is the cultural and recreational centre for many citizens of Chinese ancestry, Chinatown would be the logical area for such a centre.

c) A nursing home for elderly Chinese. Presently available nursing homes are not equipped to provide services to Chinese seniors because of language differences or special dietary requirements.

The general feeling is that such services could perhaps be combined in one building and that this facility could be planned and funded by the community itself rather than by the City. The role of the City in such a development would be to make certain that land be made available for such a facility within the Chinatown area.

It is therefore recommended that a parcel of land of approximately one half block be set aside for the purpose of allowing the community to develop a community facility which could contain a nursing home, a cultural community school, and a cultural/recreational facility.

3. The West End

a) Introduction

On the western edge of the Commercial Core are several high rise towers with a population of approximately 5,000 persons. Since the Commercial Core has begun expanding westward, most recent development in this area has been of a commercial nature. However, there are several new housing projects either recently constructed or proposed for the Eau Claire area (north of 4th Avenue), and more may be anticipated once the A.R.P. has been approved. As a result, there could be a population of perhaps 12,000 in the western portion of downtown.

b) Current Social needs

The limited information which was obtained from residents and service providers in the area indicates that the majority of the residents in the West End are young (under 35) working people, often new arrivals to Calgary, who may stay in the area for a couple of years, and who are immobile and non-locally-oriented (that is, they can draw on the resources of the whole city to meet their needs). They are able to take advantage of the wide variety of services and facilities in the downtown core (see the previous section under Employees), and thus do not have many needs for local services. There was some indication through discussions that other groups with particular needs might

exist: a) condominium owners, who because they intended to stay in the area, were older, and might have children, were more interested in local activities; and b) older non-working people, primarily widows, who might be isolated in the high rises and who could benefit from social programs designed to encourage social interaction and the development of mutual support systems. Two pilot programs aimed at these target groups were organized at McDougall School, but failed to elicit a response. A more complete study is required before social needs can be identified with any certainty.

c) Recommendations

The tentative conclusion reached by the planning team, given the available information, is that social and recreational services are at present adequate to meet the needs of the existing population in the West End. This situation could change over time, as the population in the area grows, and as the population composition changes to reflect a broader spectrum of age, income, and lifestyle groups. As is recommended in the East End, the introduction of a community development component at some early point in the community's development could help to identify needs and to involve the residents of the area themselves in shaping the future of this part of downtown.

In the meantime, the Social Services Department is investigating the possibility of conducting a survey in the area to provide a more comprehensive profile of residents and employees, and a representative sample of opinion regarding needs in the area. Neither the survey nor the community development worker is seen as a "First priority" program initiative, for the year 1982; however, the situation should be monitored and a recommendation brought forward when required.

Part C — Administrative Framework

If the proposals contained in the Downtown Area Redevelopment Plan are to become a reality, the establishment of an implementation mechanism is critical in order to ensure that all the many recommendations, once approved, are carried out and that the efforts of the numerous actors involved are coordinated and directed towards a common goal. City Council is asked to approve the following recommendations:

- (a) that the Public Systems identified in the A.R.P. and elaborated in this Handbook of Public Improvements be approved in principle.

this will establish an overall commitment to all downtown public improvements although many cannot be acted upon immediately.

- (b) that the appropriate Departments be directed to bring forward to Council a budget for each "First Priority item" as detailed in the Handbook of Public Improvements within the 1982 Capital and Program budgets;

The First Priority items (including cost estimates) are to be elaborated in 'Part D - Action Plans of this Handbook.

- (c) that the Planning Department be directed to identify priorities among the remaining public improvements related to the Public Systems in the Plan on a yearly basis, for each of the following four years, in response to conditions in the area. Further, that the Planning Department develop the details of these Public Systems in the Handbook of Public Improvements, and that the appropriate Departments bring forward detailed annual budgets to Council to implement these improvements, as in the first year;
- (d) that Council establish a broadly based Citizens' Committee to assist the Planning Department in preparing annual recommendations with respect to the identification of Downtown Public Improvement Priorities;

- (e) that the Planning Department be directed to establish a monitoring system whereby the effects of the A.R.P. can be evaluated on an ongoing basis. The Planning Department should report annually to Council on the results of the monitoring and should, also, bring forward amendments to the A.R.P. as required.

Part D — Action Plans

- Commercial Core
- South Downtown
- Eau Claire
- Chinatown
- East End
- Riverbank

Part D — Action Plans

It should be noted that physical improvements detailed here for execution in 1982 are subject to minor change based on the specific design of a prototypical furniture and signage system for the Downtown which should be developed during 1981.

The description and/or drawings included under each improvement are intended to give a clear image of the quality to be expected and to allow for preliminary cost estimates. Detailed drawings will still be required prior to construction.

Commercial Core

• Overview

Within the Commercial Core, improvements are concentrated for high visibility. Three major public areas have been identified: the 8th Avenue Mall, 7th Avenue and 3rd Street Malls.

The number of improvements proposed for the Commercial Core is proportionate to the large day-time population of downtown users and employees. The major thrust is towards enhancing the pedestrian environment.

Legend:

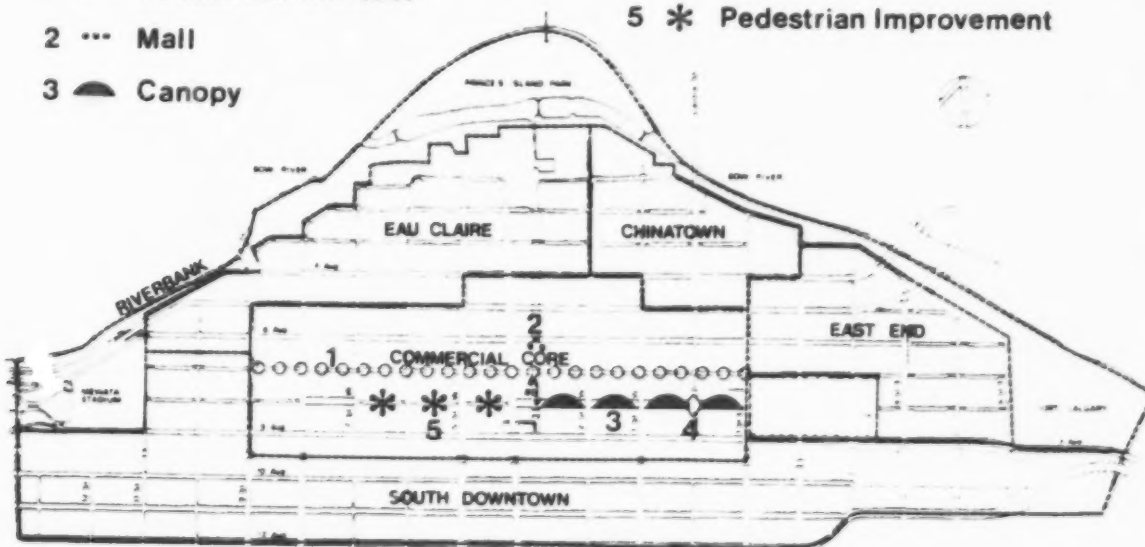
1 ○ ○ Pedestrian Corridor

2 --- Mall

3  Canopy

4  Pedestrian Intersection

5 * Pedestrian Improvement



Physical Improvements

The following items have been identified and will be detailed further in this section:

1. 7th Avenue Transit Corridor Enhancement
2. Development of the 3rd Street Mall, between 6th and 9th Avenues
3. Construction of a pedestrian canopy along the 8th Avenue Mall
4. Development of the intersection of 8th Avenue and Centre Street.
5. Sidewalk improvements for local shopping streets:
 - 8th Avenue between 4th and 7th Street West,
 - 1st Street West between 7th and 9th Avenue,
 - 2nd Street West between 7th and 9th Avenue.
6. Construction of prototypical bus shelters along 7th Avenue.

• 1982 Program Initiatives

a) Public Parking Information System

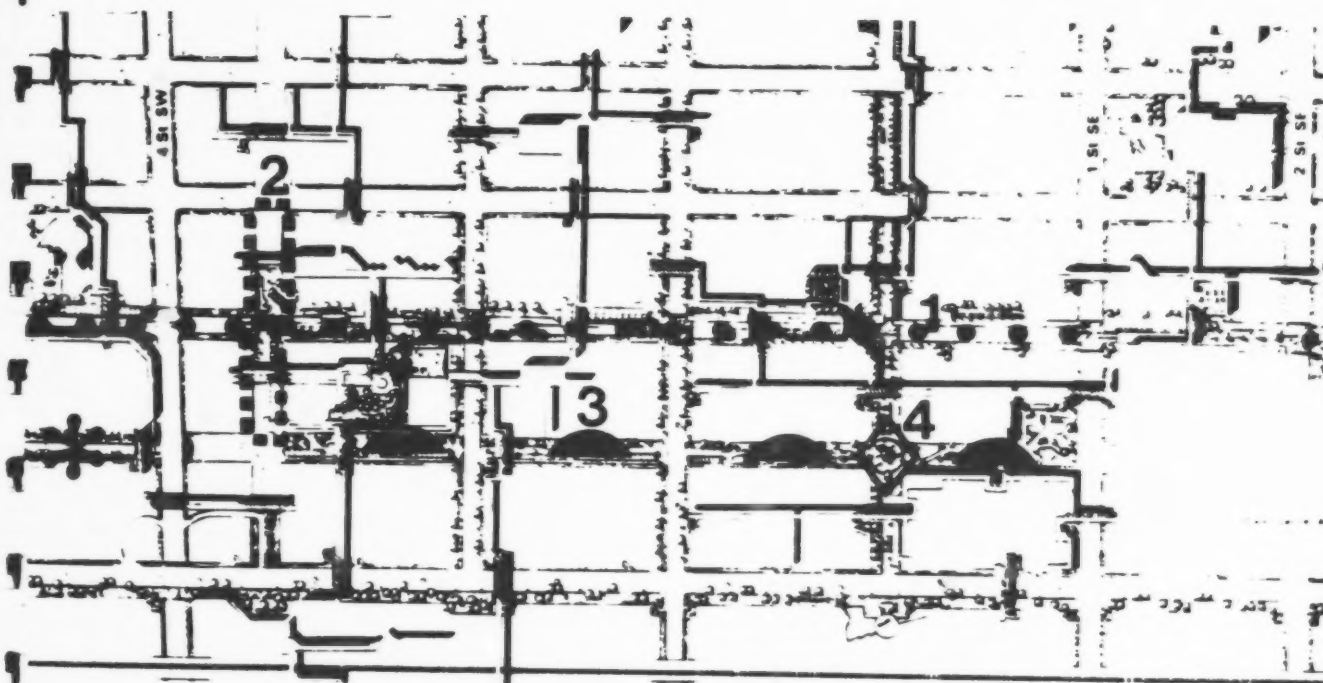
That Council direct the Administration to develop a signage system and information brochures aimed at enhancing the visibility and usability of existing parking facilities.

b) Improving Downtown Accessibility

That Council direct the Planning Department, in conjunction with the Transportation Department and the Calgary Parking Authority, to prepare and bring forward to Council, proposals aimed at making Downtown more accessible for shopping purposes.

c) Interim Park Development

That Council direct the Planning Department to work with the Parks and Recreation Department to prepare recommendations for Council for a program of interim park development on vacant downtown lands, similar to Winnipeg's "Port-A-Park" concept.



d) Public Information

That Council direct the Planning Department, in consultation with the Public Information Department, to develop mechanisms to sustain an awareness of the programs and activities taking place in downtown and of events which might affect the downtown (e.g. bulletin boards, circulars/newspapers, information kiosks).

e) Cultural and Entertainment Programme

That Council direct the Planning Department, together with the Parks/Recreation Department to develop a cultural and entertainment program for the 8th Avenue and 3rd Street Mall, similar to the 8th Avenue "Mall Days" program.

f) A Coordinated Signage System

That Council direct the Planning Department to design a coordinated signage system for Public Systems within the downtown (e.g. +15 orientation, transit, bikeways, parking, and directional signage for pedestrians.)

g) Downtown Opportunities Task Force

That Council direct the Planning Department to establish a "Downtown Opportunities Task Force" to coordinate and promote social, recreational, leisure and educational programs for downtown employees and residents. This Task Force would be composed of representatives of agencies and organizations which currently provide services, facilities, and programs for employees and residents.

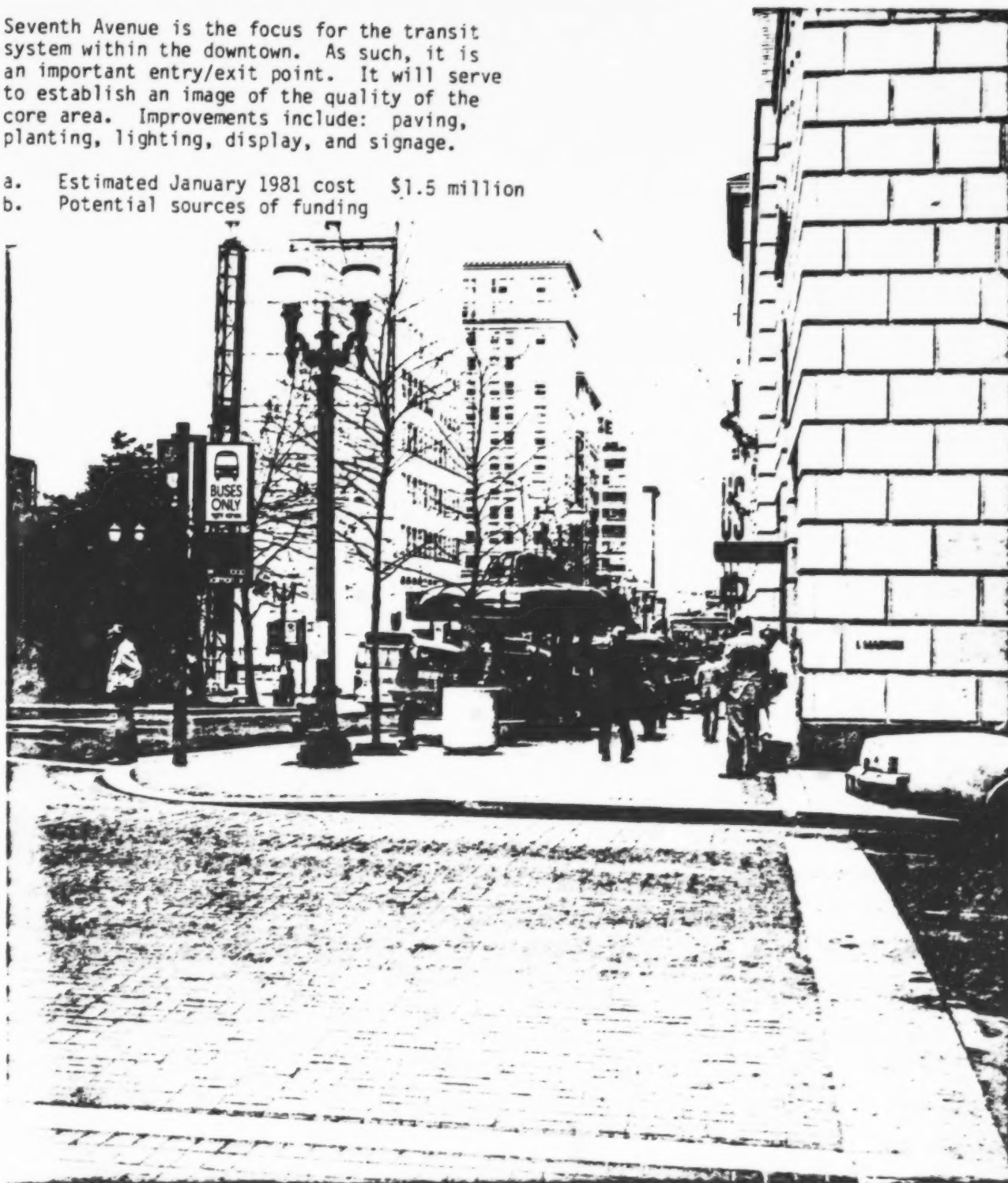
h) Downtown Street Furniture System

That Council direct the Planning Department to develop a Street Furniture System. This should include lighting, seating, waste receptacles, sign holders, etc.

CC-1 • 7th Avenue

Seventh Avenue is the focus for the transit system within the downtown. As such, it is an important entry/exit point. It will serve to establish an image of the quality of the core area. Improvements include: paving, planting, lighting, display, and signage.

- a. Estimated January 1981 cost \$1.5 million
- b. Potential sources of funding



PROPOSED

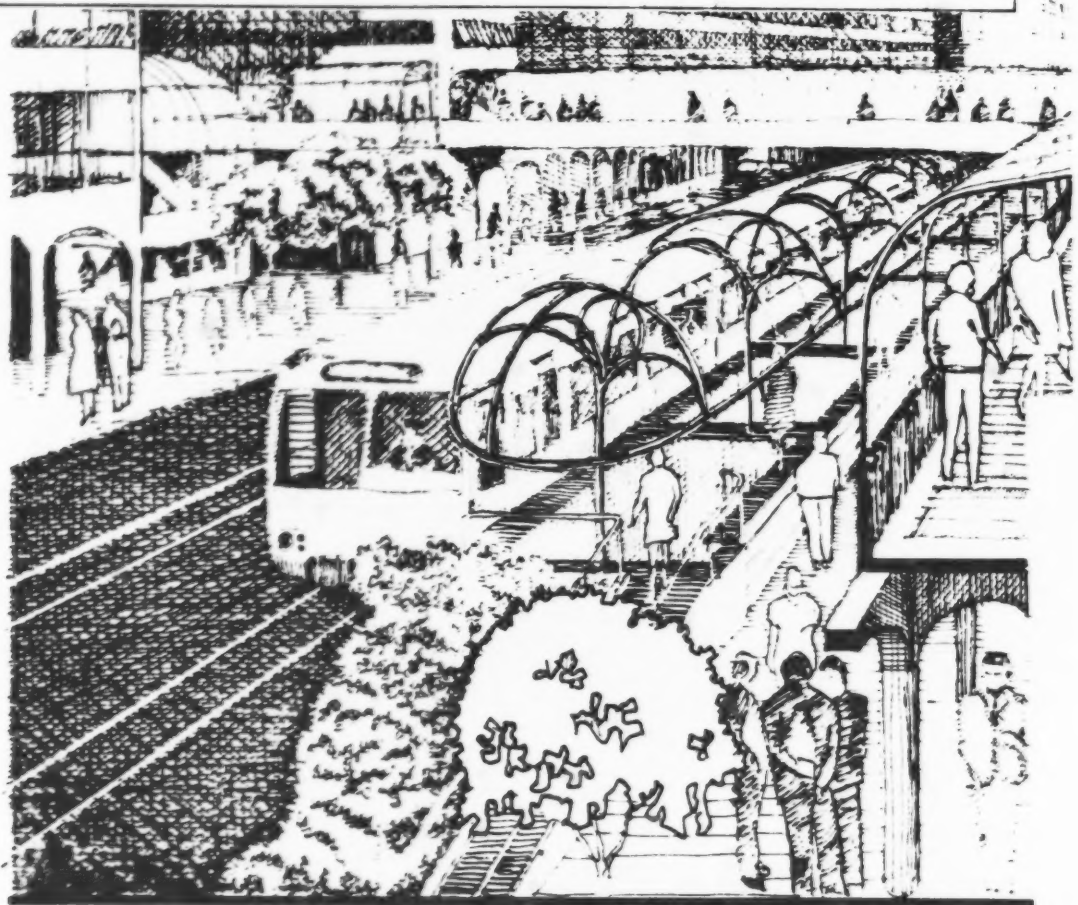
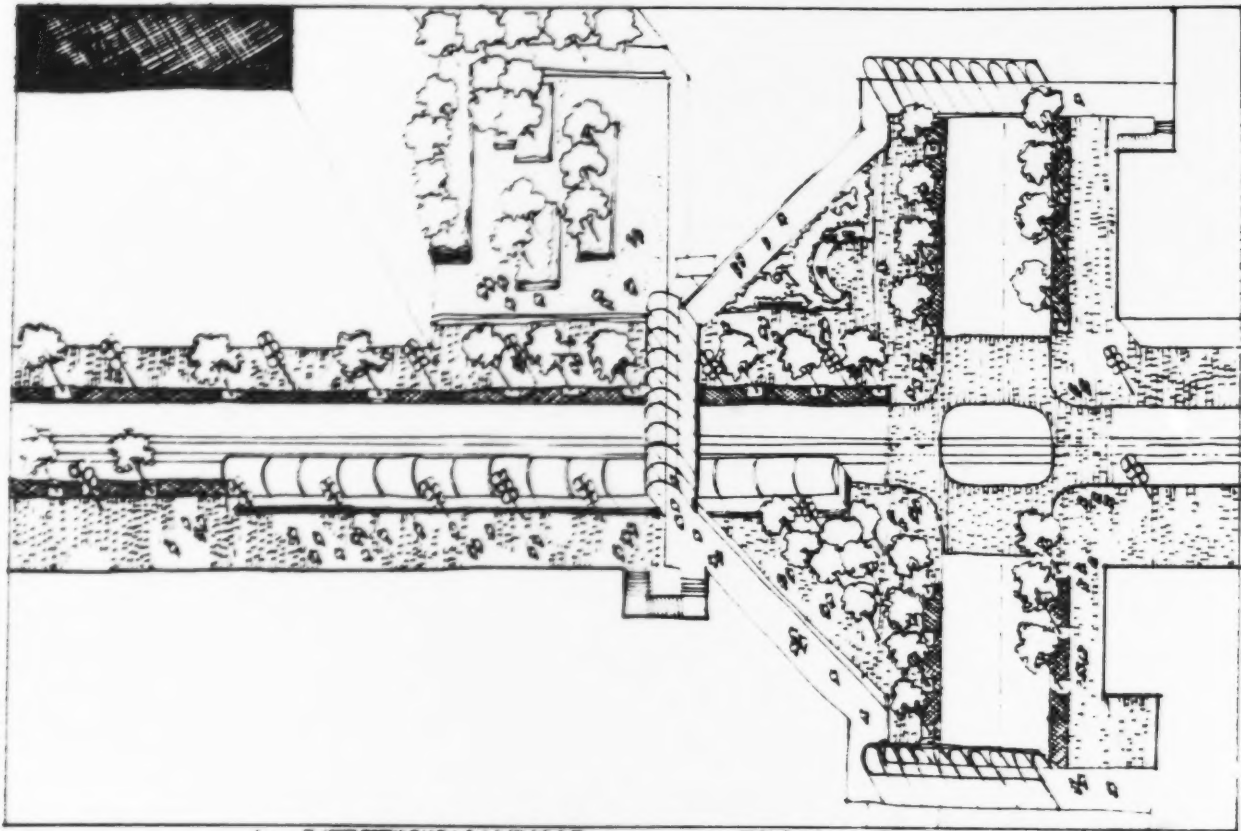
PROPOSED

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PROPOSED

CC-2 • 3rd Street Mall

In an intensively used part of the downtown, this improvement will contribute to establishing one of the pedestrian precincts and initiate the pedestrian link from the core area to the Riverbank.

(This is included in the 1981 City budget. Detailed plans are now being formulated by consultants).

\$ 700,000



PROPOSED

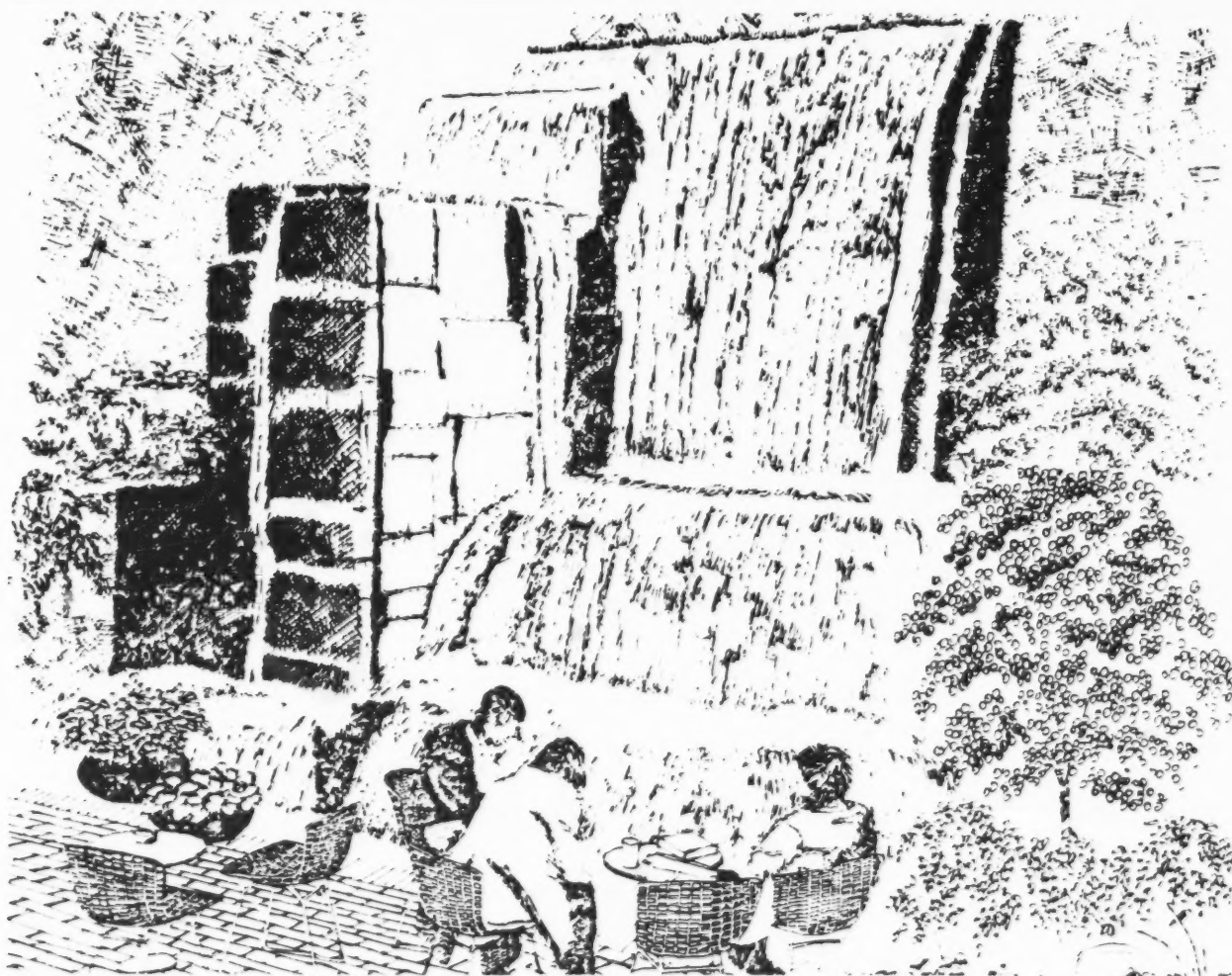
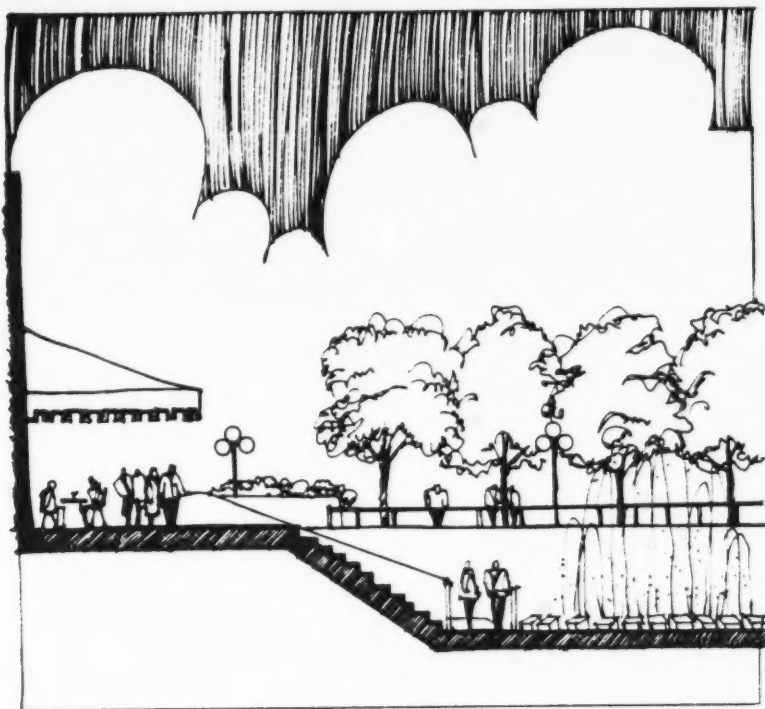
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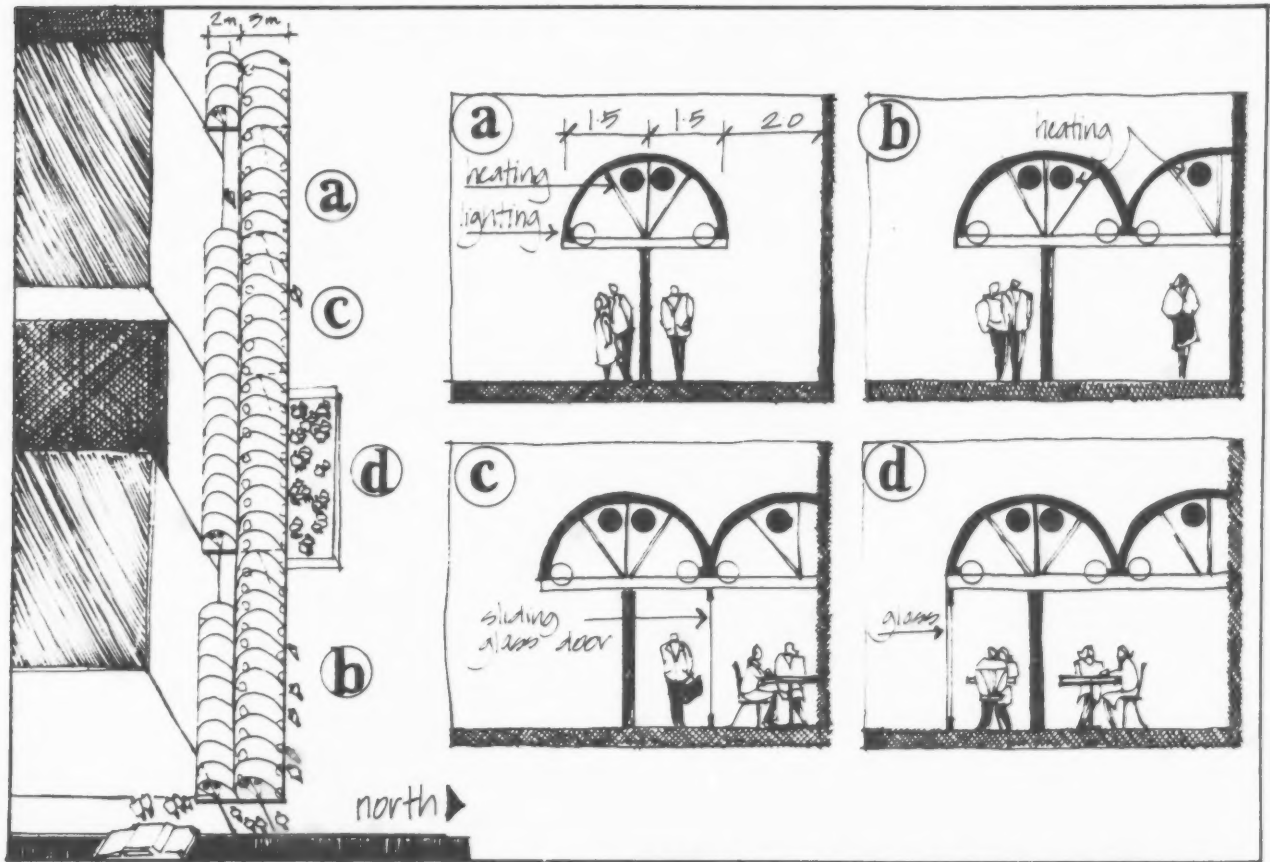
CC-3 • 8th Avenue



CC-3 Pedestrian Canopy on 8th Avenue

This is considered essential to the future of the Mall. It will extend the retail life of the mall and allow for activities to extend into the Mall year-round.

- a. Estimated January 1981 cost \$950,000
- b. Potential sources of funding
- o Alberta Historical Resources Foundation.



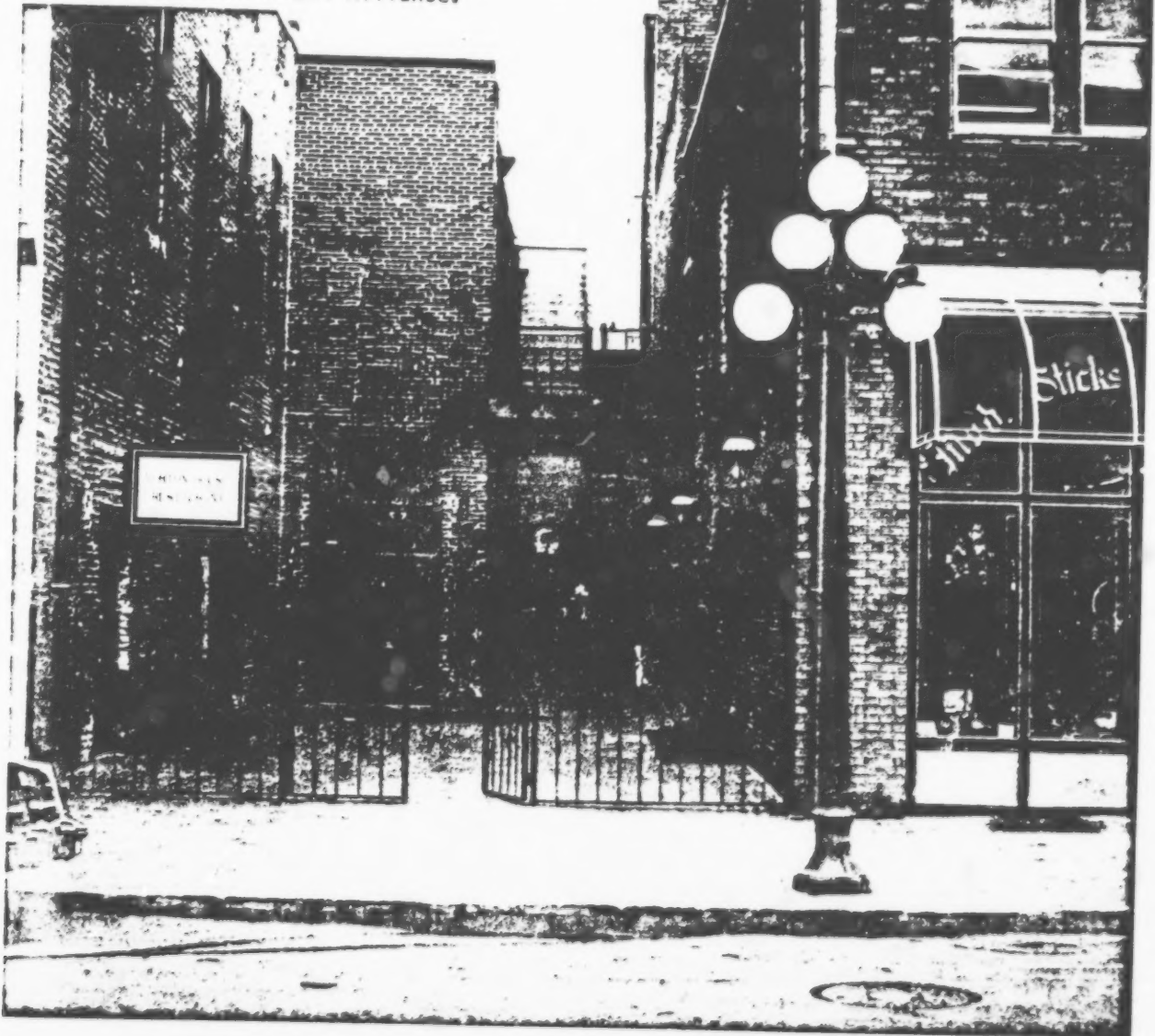
CC-4 • Pedestrian Precincts

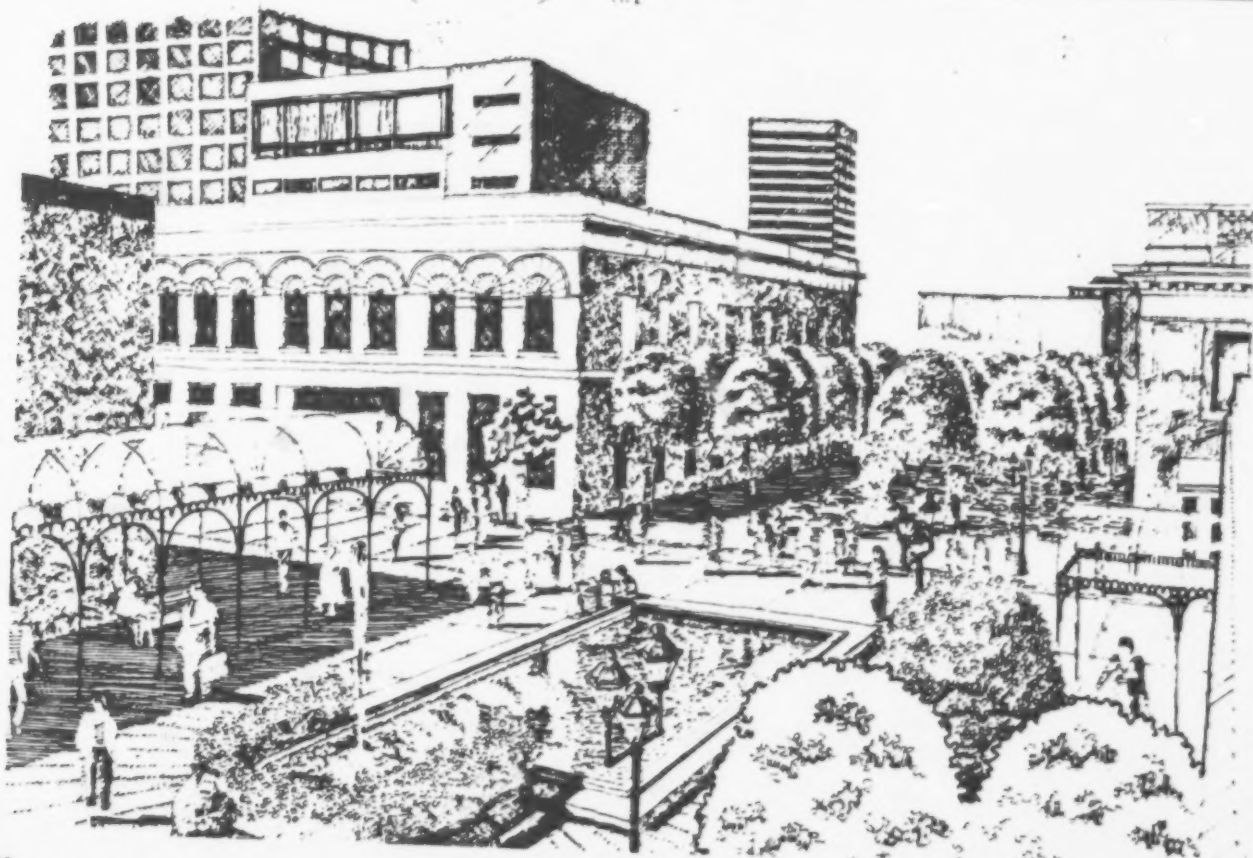
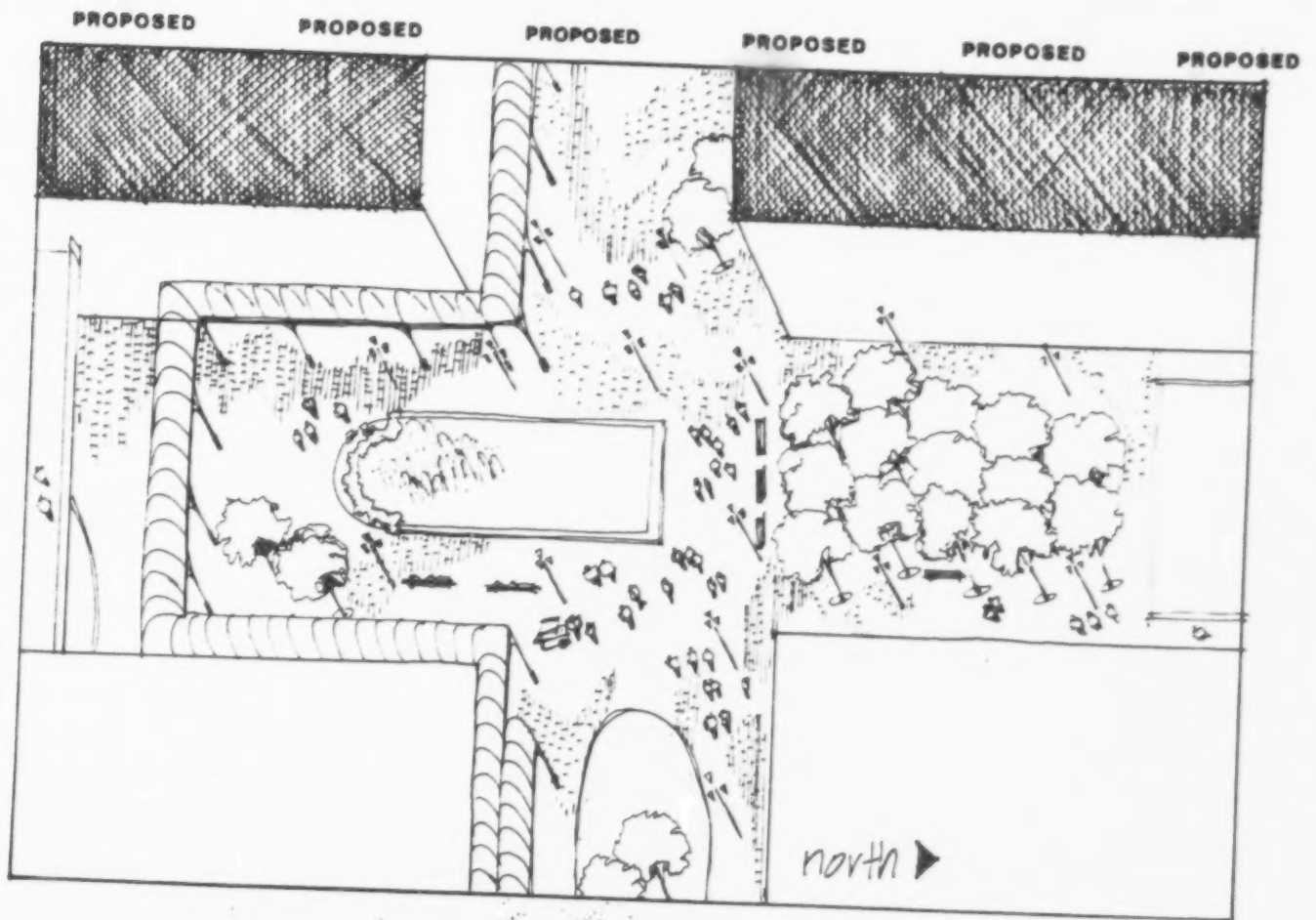
CC-4 8th Avenue and Centre Street

This is seen as an important ingredient in improving the 8th Avenue Mall, demonstrating the potential heritage character of 8th Avenue and functioning as a focal point on the Mall and for the heritage area.

- a. Estimated January 1981 cost \$1.3 million
- b. Potential sources of funding

- o Alberta Historical Resources Foundation
- o Stephen Avenue Mall Alliance.





CC-5 • Sidewalk Improvements

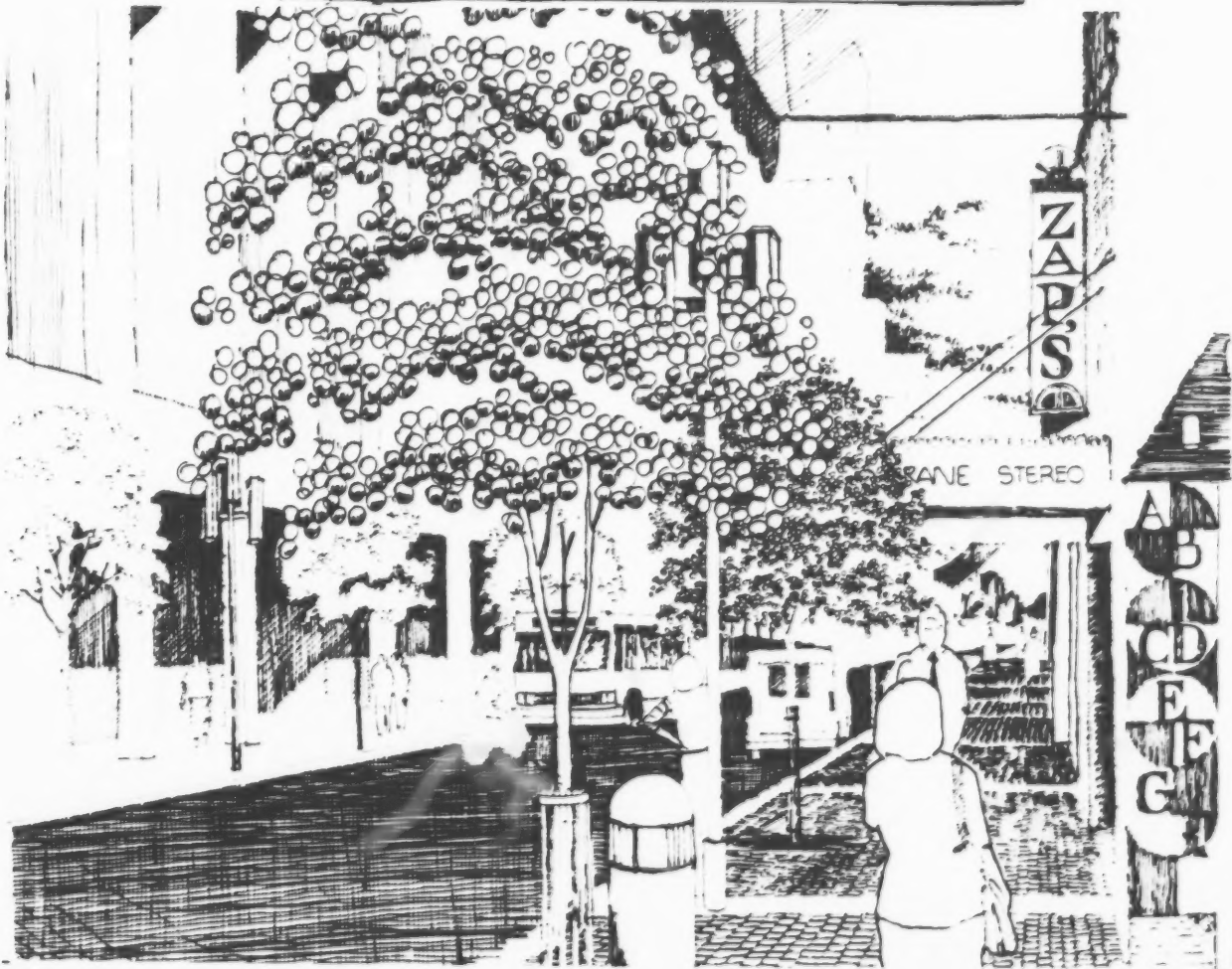
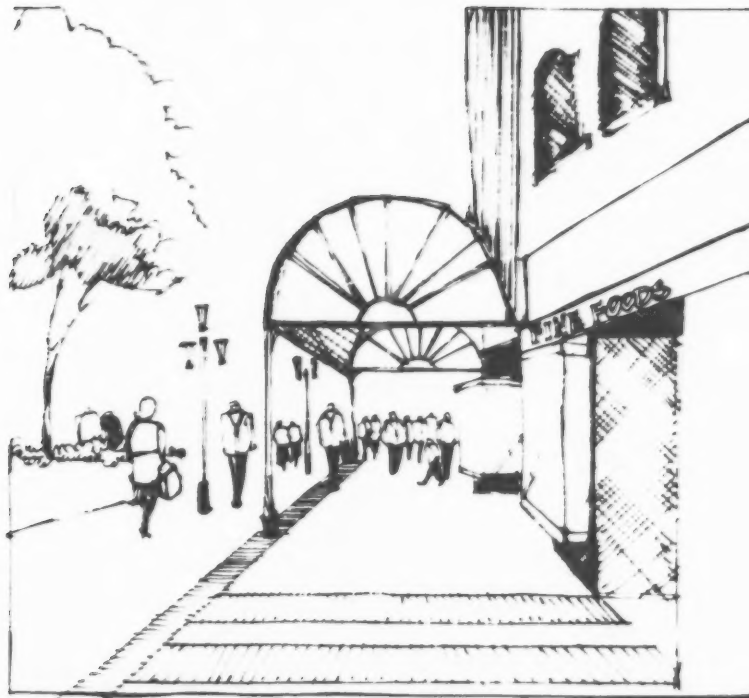
CC-5 Sidewalk Improvements to Shopping Streets

- o 8th Avenue between 4th and 7th Streets West
- o 1st Street West between 7th and 9th Avenue
- o 2nd Street West between 7th and 9th Avenue

These improvements will begin to establish pedestrian precincts within the core.

- a. Estimated January 1981 cost \$500,000
- b. Potential sources of funding
 - o Adjacent land owners.





CC-6 • Bus Shelters

CC-6 Bus Shelters Along 7th Avenue

Improved bus shelters will be highly visible on 7th Avenue and should help to establish the transit corridor as a comfortable public environment.

- a. A minimum of 10 new bus shelters should be provided at a total estimated January 1981 cost of \$100,000 ____.
- b. Potential sources of funding \$
- c. Provincial Government

South Downtown

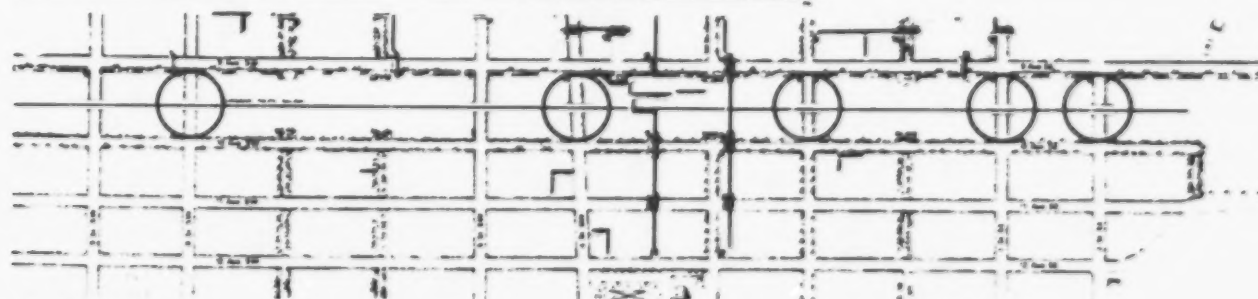
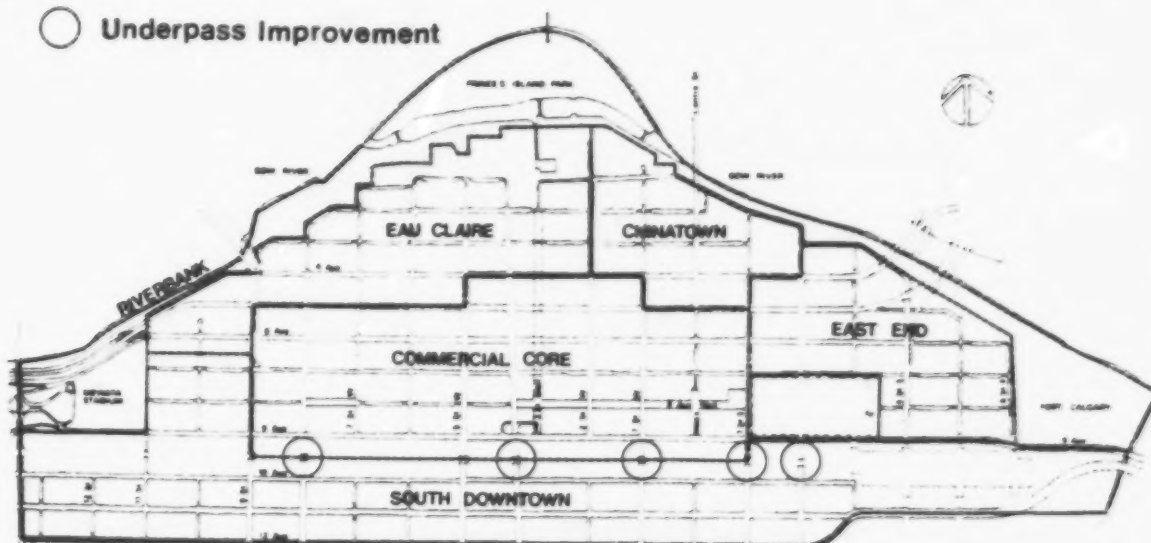
• Overview

It is not anticipated that the South Downtown will require major physical improvements in the immediate future. The improvements which are proposed are of a low cost nature but of importance to pedestrian comfort, and to the image of major entry points into the downtown. Bleak underpasses between 9 and 10 Avenues could be vastly improved at minimal cost, through the introduction of proper lighting, graphics and colour.

The provision of public parking within the parking corridors is of critical importance to the establishment of pedestrian precincts in the Commercial Core.

Legend:

- Underpass Improvement



Legend:

- Underpass Improvement

SD-1 • Underpasses

Physical Improvements

1. Improvements to pedestrian underpasses.

Program Initiatives

a) Public Parking Sites

That the Administration undertake to secure sites within the parking corridor for the construction of public parking.

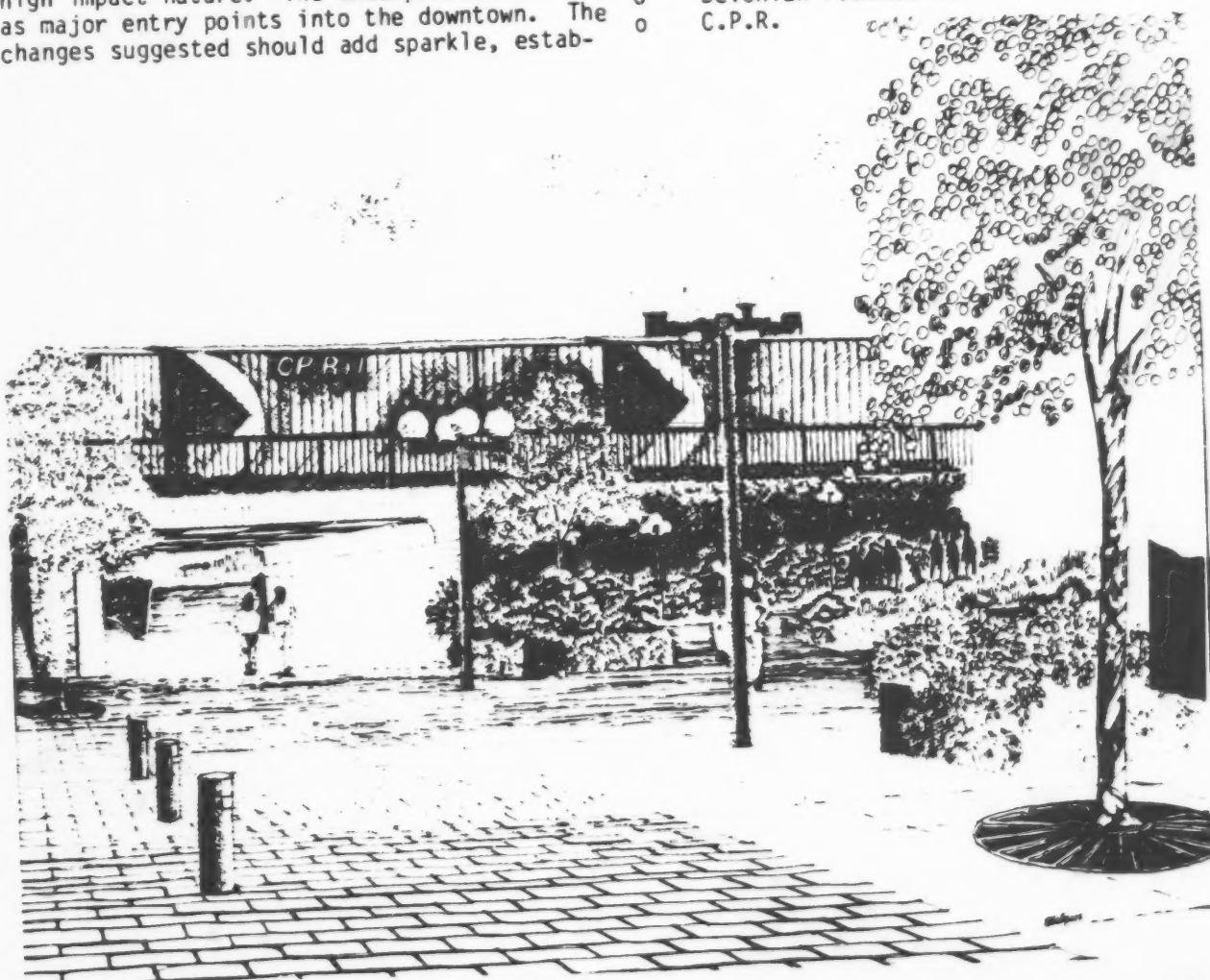
S.D. 1. Improvement to Pedestrian Underpasses

Improvements to underpasses are of a low cost high impact nature. The underpasses function as major entry points into the downtown. The changes suggested should add sparkle, estab-

lish these points as "front doors" into the core and substantially improve the image of the whole downtown area.

Specific Requirements, include:

- extensive new lighting - to add sparkle and a sense of entry into the downtown,
 - painting - of walls and ceilings including graphics,
 - paving - to improve the walking surface.
- a. Estimated January 1981 cost \$750,000
 - b. Potential sources of funding
 - o Devonian Foundation
 - o C.P.R.



• 1982 Program Initiatives

S.D. 1. Parking

Presently negotiations are underway to secure suitable parking sites along the C.P.R. right-of-way. If sites are identified and purchased before 1982, funds in that year can then be used to construct the parking.

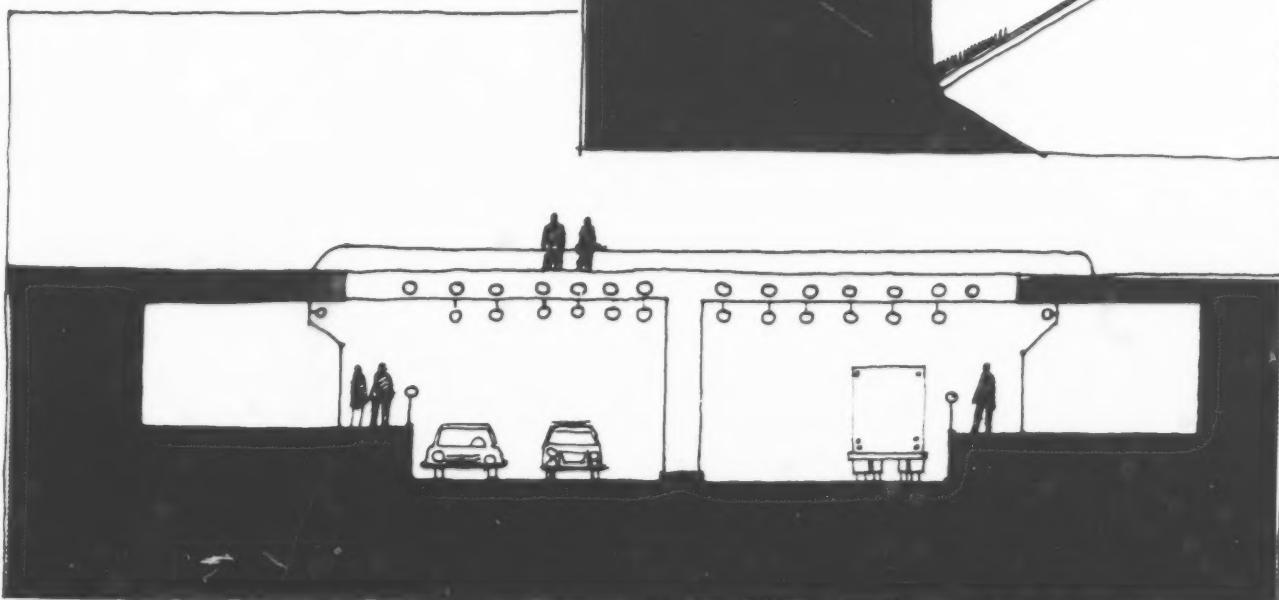
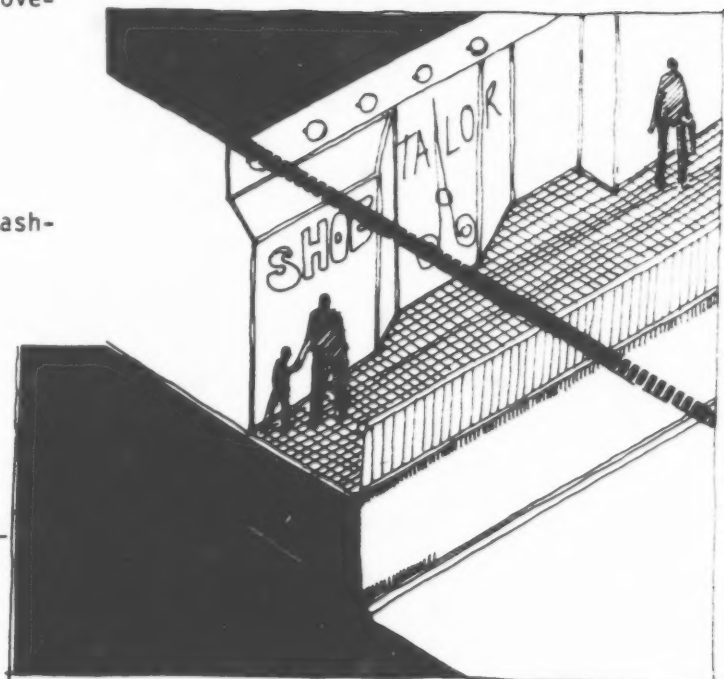
The expenditure on parking within parking corridors is critical in that it meets a real need, and demonstrates the City's commitment to implement the parking policy approved in the DOWNTOWN PLAN and to carry out improvements to the pedestrian environment.

a. Estimated January 1981 cost
1,500 stalls = \$ _____

b. Potential sources of funding \$ _____

c. Parking will be paid for through cash-in-lieu of parking funds

Net cost \$ _____



Eau Claire

• Overview

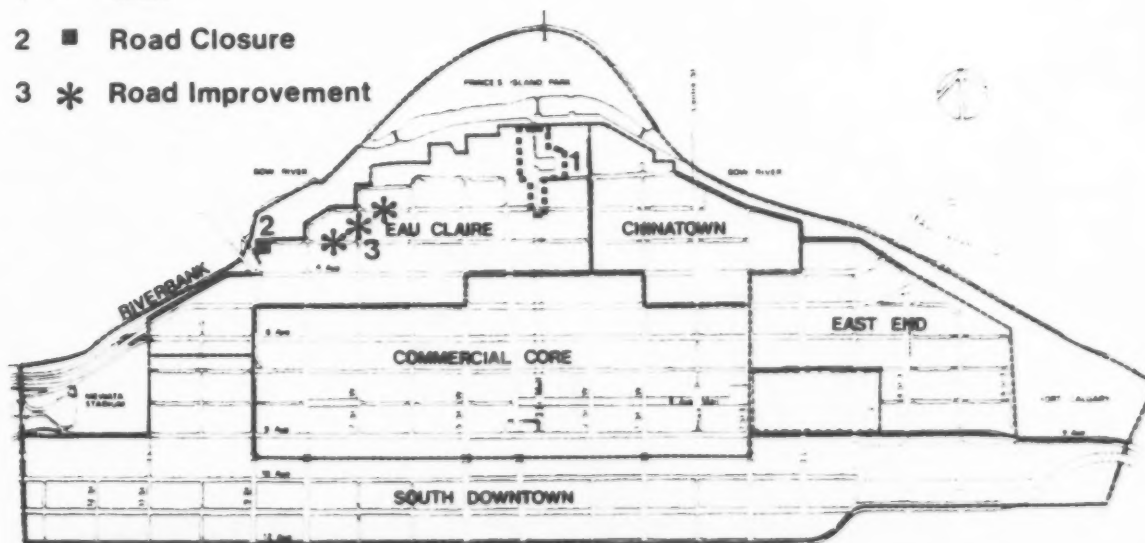
The road closure and sidewalk improvement will begin to establish the setting for the kind of medium-rise, street-oriented development which is envisaged for the area. The Riverbank Promenade and 3rd Street Mall development will create a major amenity not only for future Eau Claire residents but for the city as a whole.

• 1982 Physical Improvements

1. Development of the 3rd Street Mall north of 2nd Avenue.
2. Road closure: 3rd Avenue at 9th Street West.
3. Sidewalk improvements and bicycle route development on local roads
 - 3rd Avenue between 7th and 8th Streets,
 - 2nd Avenue between 6th and 7th Streets,
 - 7th Street between 2nd and 3rd Avenue;
4. Public signage (billboard to illustrate approved Plan and public improvement scheduled for the area)

Legend:

- 1 --- Mall
- 2 ■ Road Closure
- 3 * Road Improvement



• 1982 Program Initiatives

a) Possible Designation of McDougall School

That Council direct the Heritage Advisory Board to investigate and report back on the possible designation of McDougall School as a municipal heritage site.

b) Bus Barns Demonstration Project

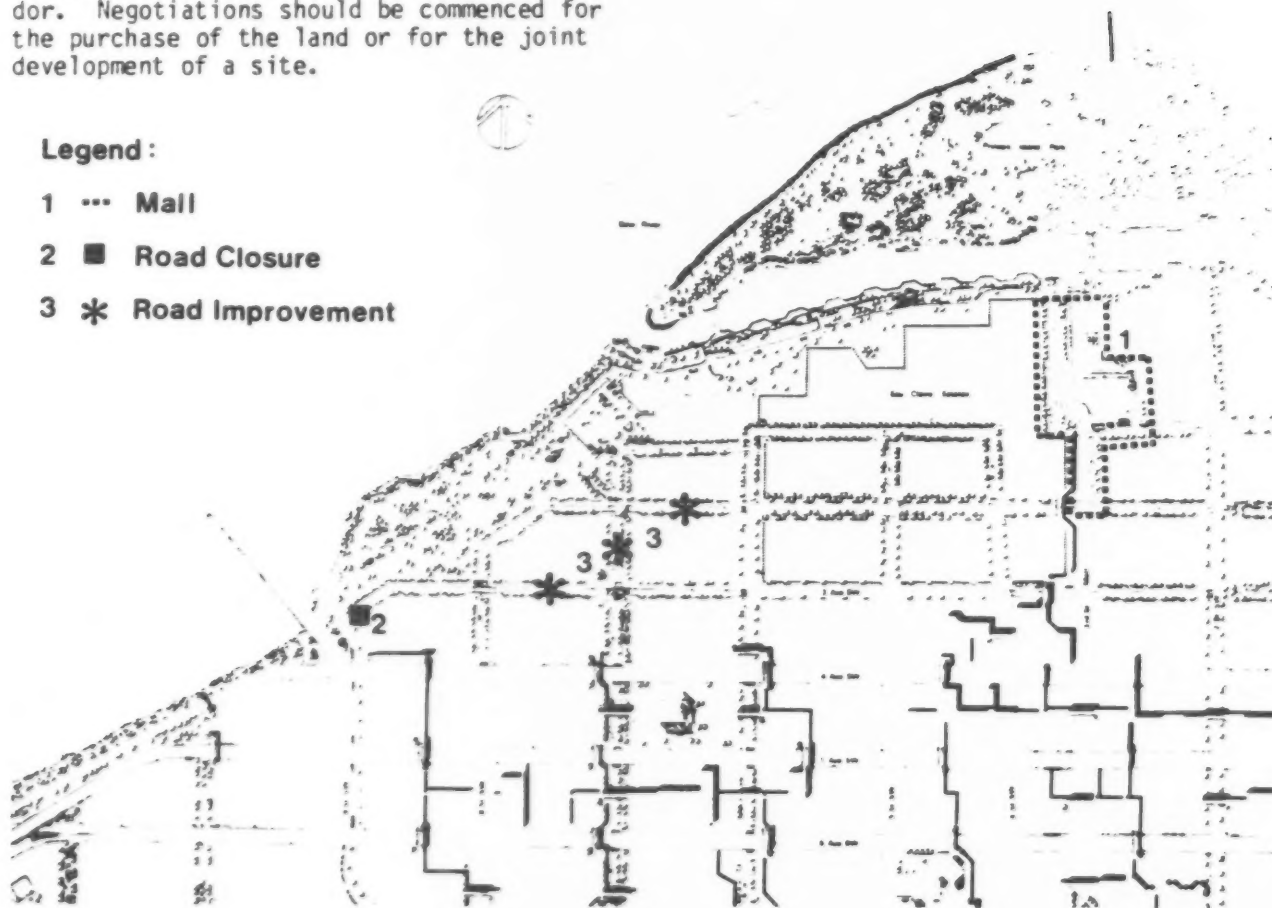
That the City owned Bus Barns site be developed, as a demonstration project, through the Proposal Call process (now in progress).

c) Public Parking Structure

That Council direct the Administration to identify a site for the development of a public parking structure in the Parking Corridor. Negotiations should be commenced for the purchase of the land or for the joint development of a site.

Legend:

- 1 --- Mall
- 2 ■ Road Closure
- 3 * Road Improvement



EC-1 • 3rd Street Mall

This improvement is an important ingredient in establishing the City's commitment to residential areas in Eau Claire (Eau Claire Estates and Bus Barns sites) in addition to providing a major public access to the Riverbank for the city as a whole.

b. Potential sources of funding

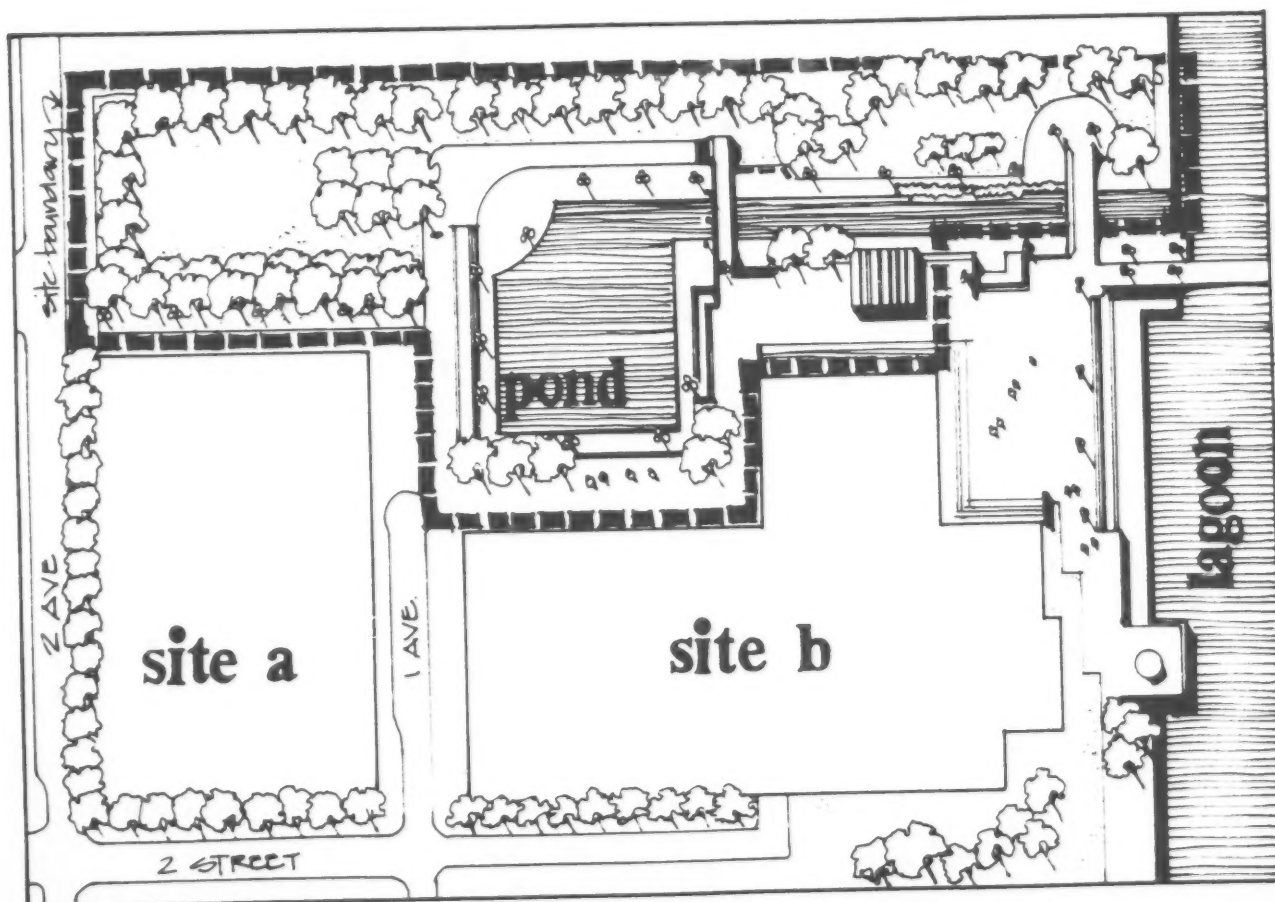
- o Eau Claire Estates
- o Bus Barns Developer

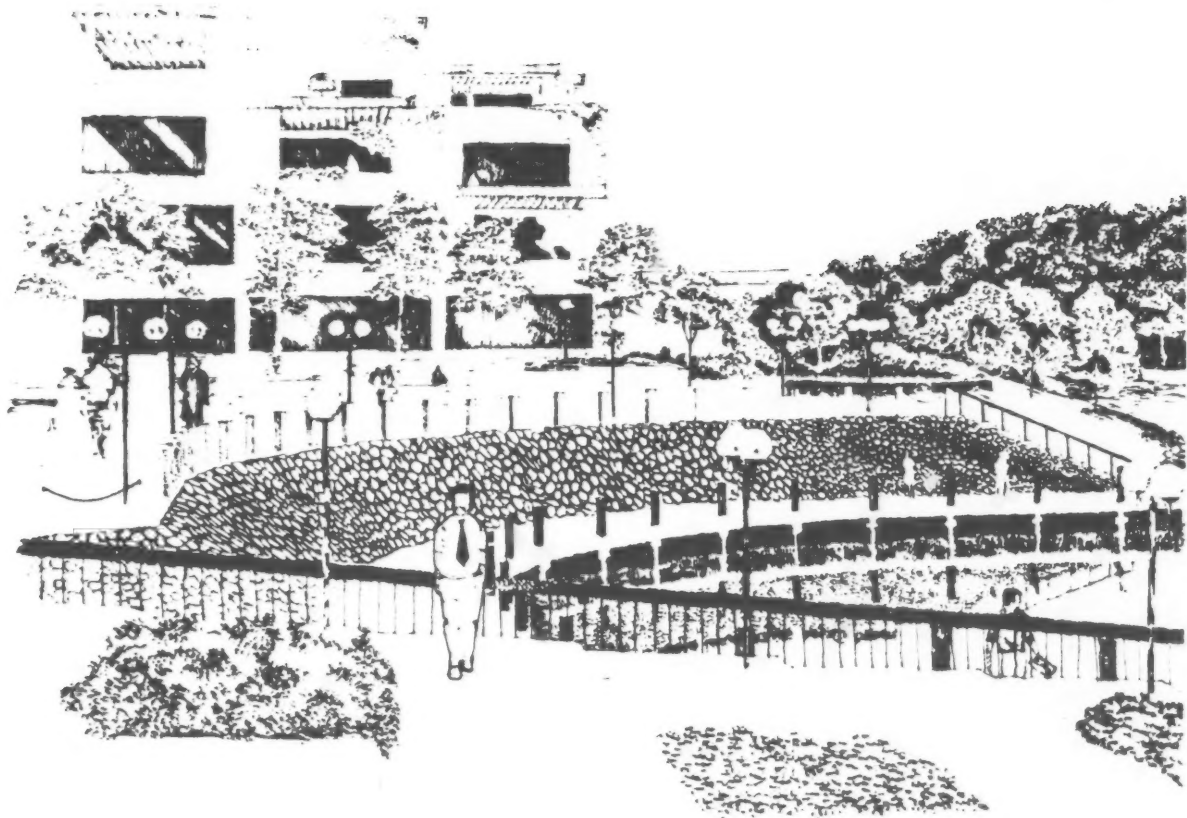
Specific Requirements

Improvements include extensive landscaping, paving, pedestrian lighting, kiosks, a pond/wading pool and skating rink.

The specific design will be developed in conjunction with projects now being finalized on both sides of the Mall.

- a. Estimated January 1981 cost \$6.0 million
(this will vary with specific design)



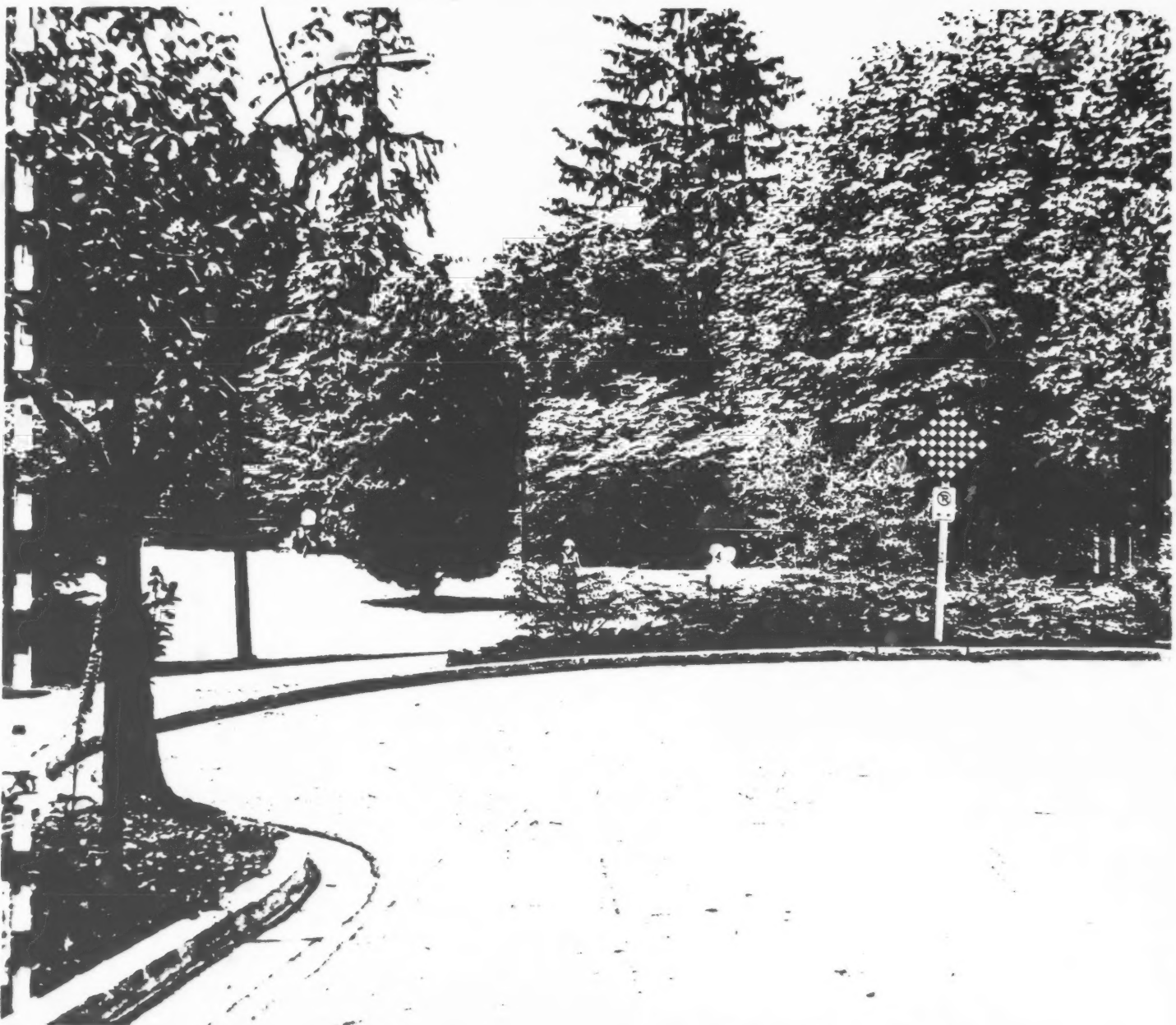


EC-2 • Road Closure

E.C. 2. Road Closure 3rd Avenue at 9th Street

The closure will start to implement the transportation system and establish the City's intention to keep through traffic out of this residential area.

- a. Estimated January 1981 cost \$ 70,000
- b. Potential sources of funding



PROPOSED

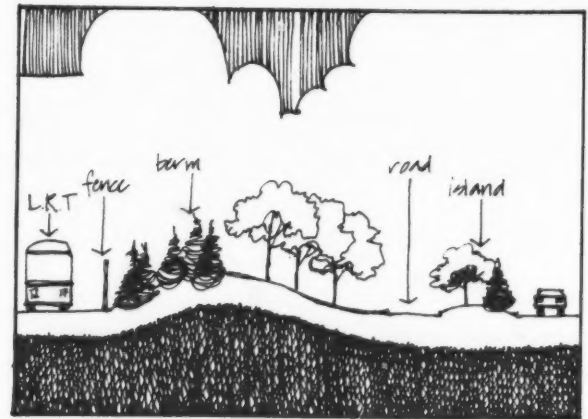
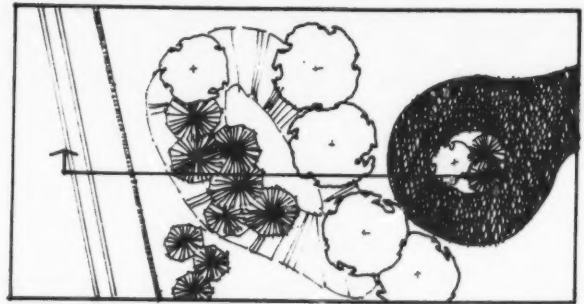
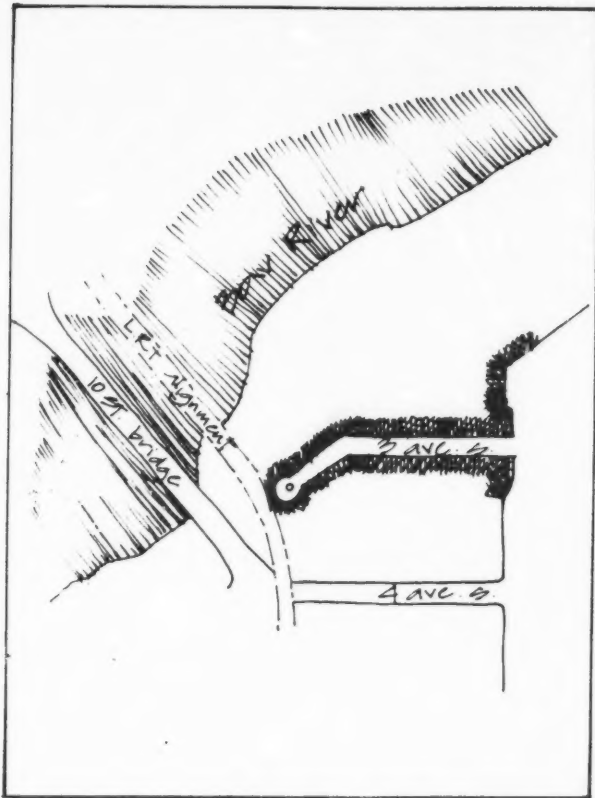
PROPOSED

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EC-3 • Sidewalk Improvements

E.C. 3. Sidewalk Improvement and Bicycle Route Development on Local Roads

- 3rd Avenue between 7th and 8th Streets
- 2nd Avenue between 6th and 7th Streets
- 7th Street between 2nd and 3rd Avenues

- landscaping and tree planting,
- paving sidewalks and intersections,
- pedestrian-level lighting,
- seating and waste receptacles,
- signage of bicycle route.

Specific Requirements

- a. Estimated January 1981 cost \$ 600,000
- b. Potential sources of funding



PROPOSED

PROPOSED

PROPOSED

PROPOSED

PROPOSED

PROPOSED



EC-4 • Public Signage

E.C. 4. Billboard to illustrate the concept for this area.

For a minimal expense this simple project will:

1. Demonstrate the City's commitment to establishing Eau Claire as a residential precinct;
2. Make people aware of changes which are under way; and
3. illustrate the potential of the area for existing residents, future residents and landowners.

Specific Requirements

Silk-screened wooden sign 1.3 metres x 2.5 metres with a colored illustration and text.

- a. Estimated January 1981 cost \$600
- b. Potential sources of funding



Chinatown

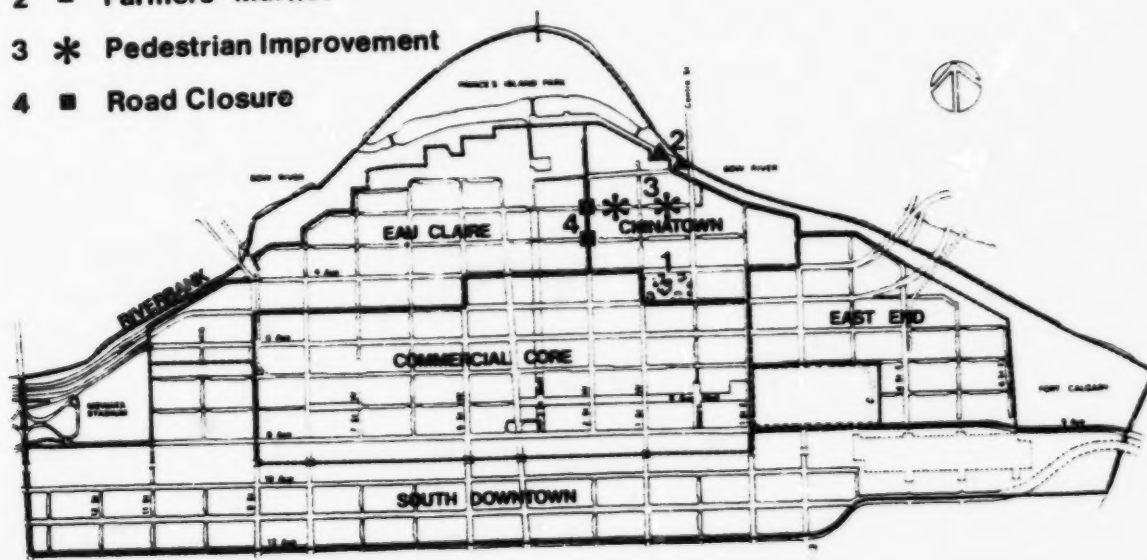
• Overview

In Chinatown, it is important to establish the local road network and pedestrian precincts which will improve the residential environment. Road closures and sidewalk improvements are proposed for a two-block area along 2nd Avenue.

Development of parking on the James Short site responds to a critical need in the centre-east portion of downtown, and should help reduce unnecessary congestion on streets in Chinatown. The farmers' market will be a city-wide attraction which will bring colour and activity to the Riverbank Promenade, and complement the retail and restaurant function of Chinatown.

Legend:

- 1 Public Parking and Park
- 2 Farmers' Market
- 3 Pedestrian Improvement
- 4 Road Closure



• 1982 Physical Improvements

1. The development of the James Short site for public parking and park space.
2. The development in conjunction with provincial resources of the Richfield Site as a farmers' market.
3. Development of public areas along 2nd Avenue between 2nd Street West and Centre Street.
4. Road closures of 2nd and 3rd Avenues at 2nd Street West.
5. Public signage (billboard) to illustrate approved plan and improvements scheduled for the area.

• 1982 Program Initiatives

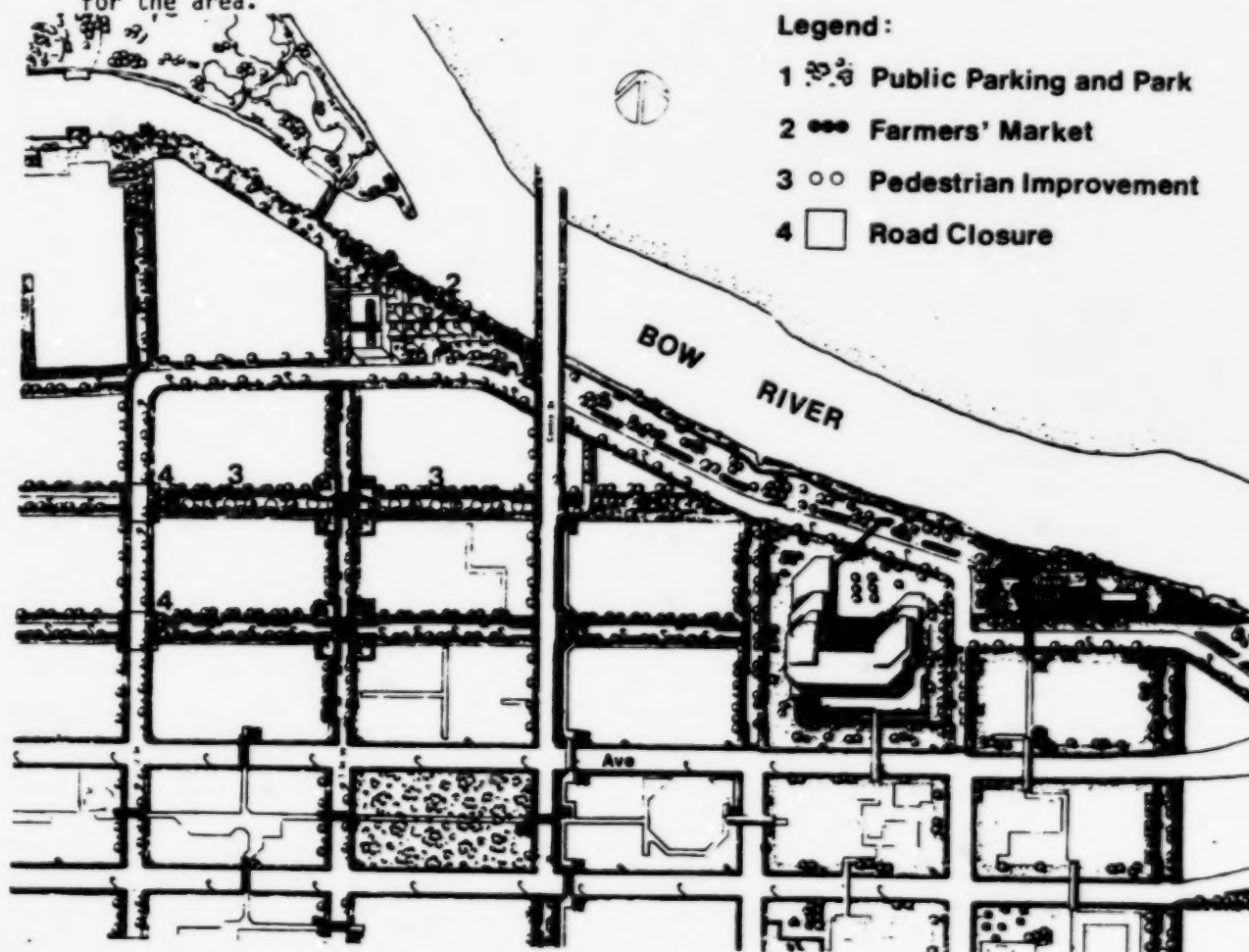
The Chinatown Action Plan contains the following recommendations for program initiatives:

a) Chinese Cultural Centre

That Council direct the Administration to assist the community in its efforts to find a suitable location for a Chinese Cultural Centre. This includes exploring the possibility of a Developer Proposal Call for city owned land in the vicinity of 1st Street East and 3rd Avenue which would incorporate the Centre.

Legend:

- 1  Public Parking and Park
- 2  Farmers' Market
- 3  Pedestrian Improvement
- 4  Road Closure



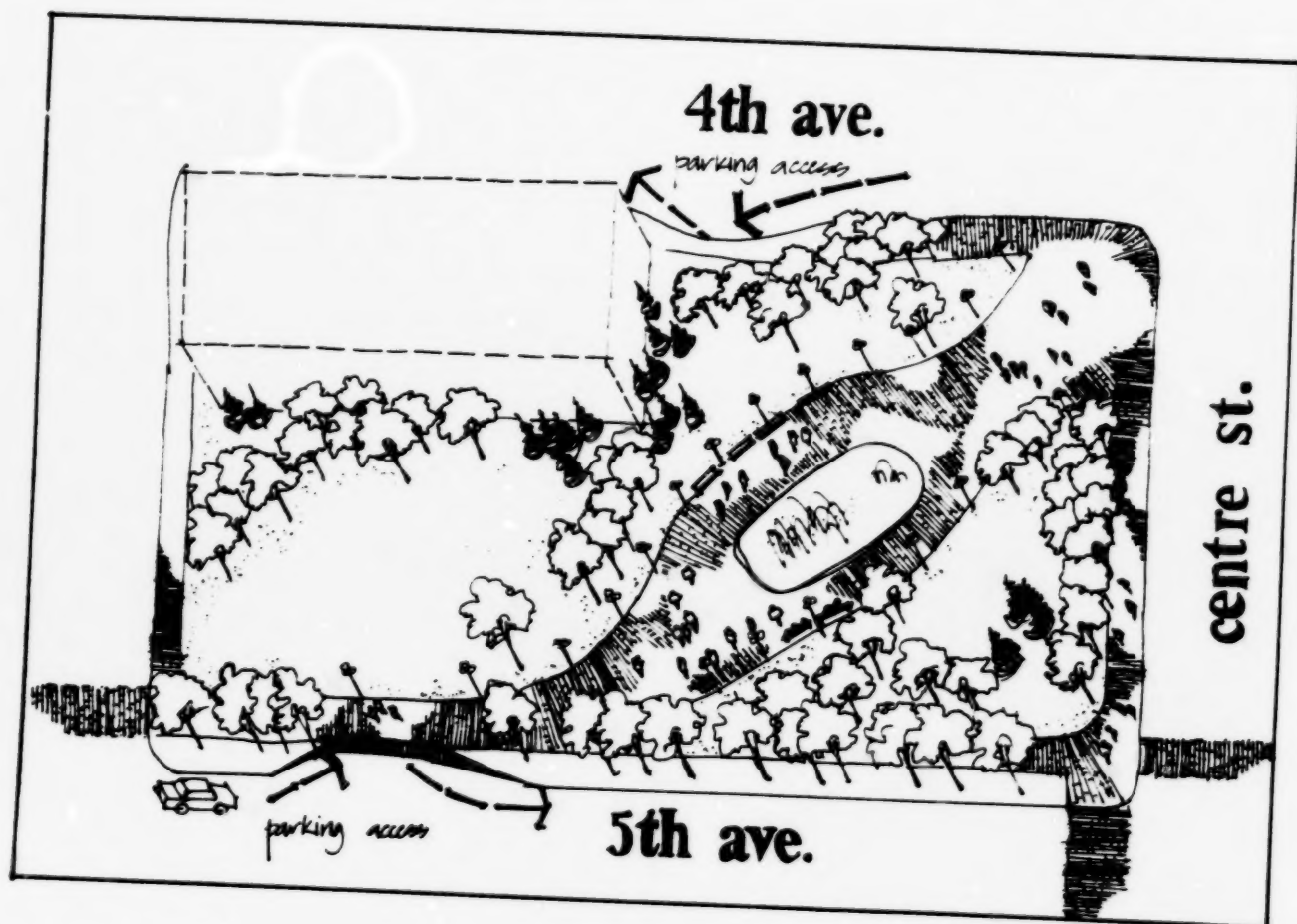
CT-1 • James Short

C.T. 1. Park and Parking on the James Short Site

The park is important in that very little public open space exists in this area and the James Short site is probably the only opportunity to provide a reasonably-sized park.

The parking in this location is strategically located and implements the parking policy established in the DOWNTOWN PLAN. Work is currently under way on developing a park and parking facilities on the City-owned portion of the site. Further immediate effort should be directed towards acquiring the Greyhound portion of the block for similar uses.





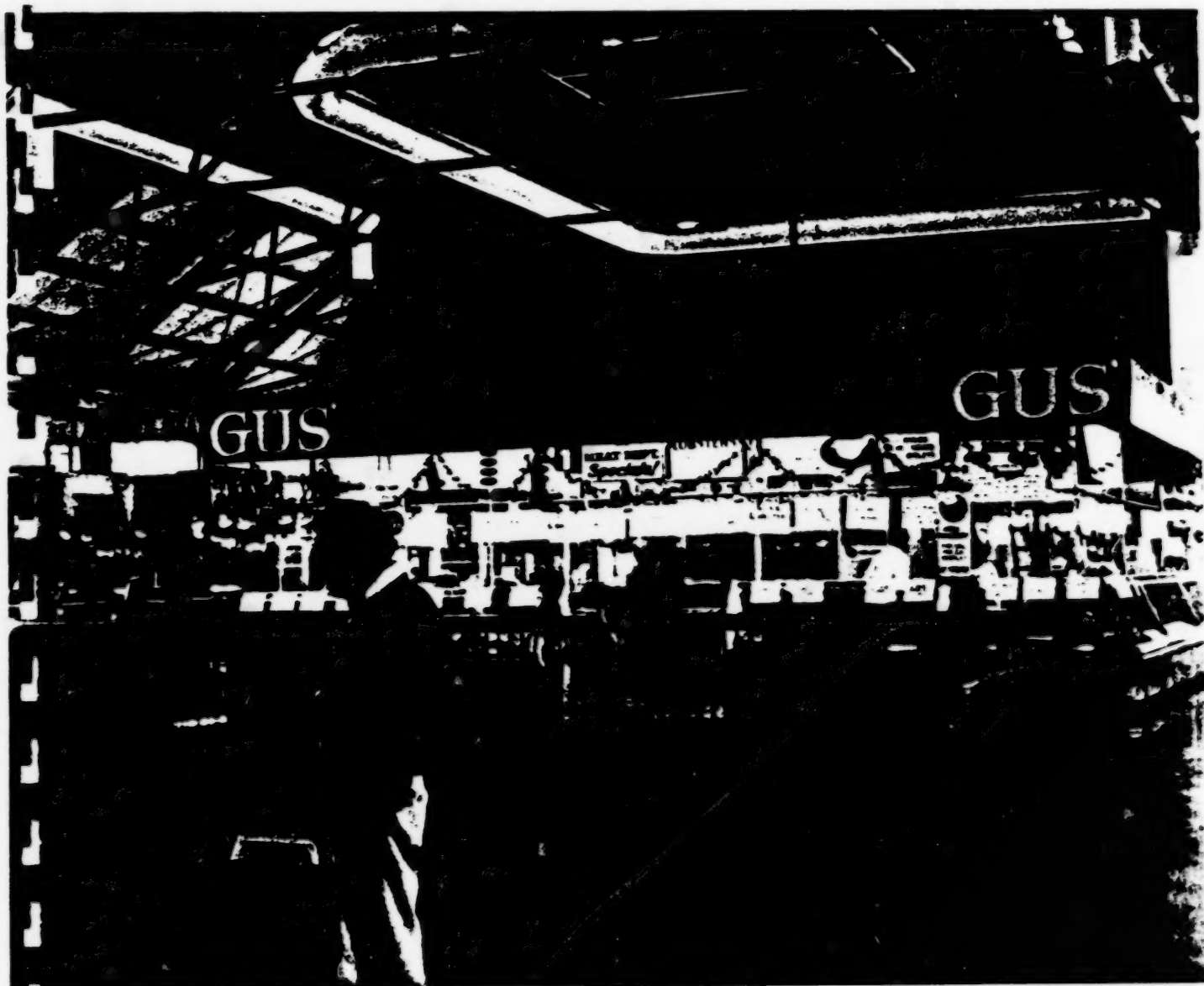
CT-2 • Farmer's Market

C.T. 2. Farmers' Market

The market is considered a priority because:

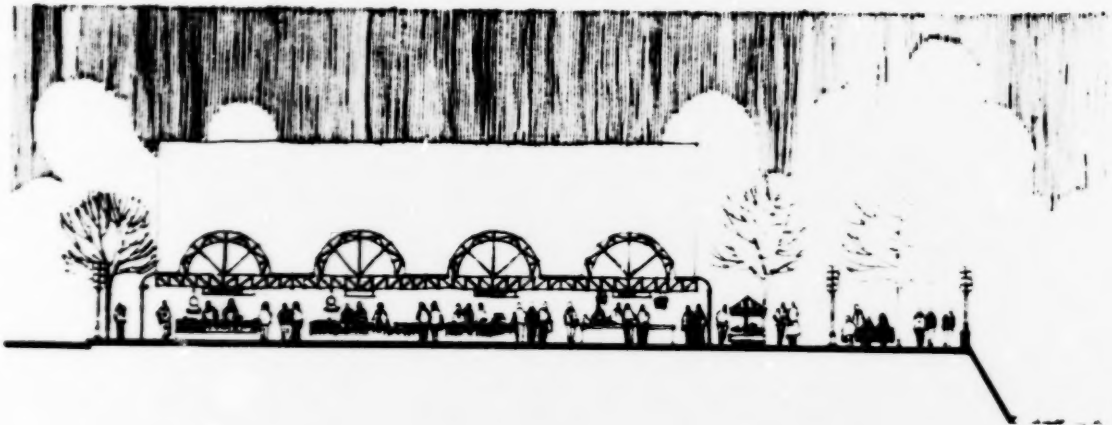
1. it will add a use to the downtown (and city) which currently does not exist;
2. it will add a highly visible and colorful element to the downtown which contributes activity beyond working hours; and

3. it will attract people to the riverbank area and function as an important ingredient of the Riverbank Promenade (from Centre Street to 3rd Street West),



Specific Requirements

- o conversion of the existing building to accommodate the proposed use
- o addition of transparent stall areas
- o provision of some parking on site
- a. Estimated January 1981 cost \$1.5 million
- b. Potential sources of funding
- o Provincial Government Department of Agriculture.



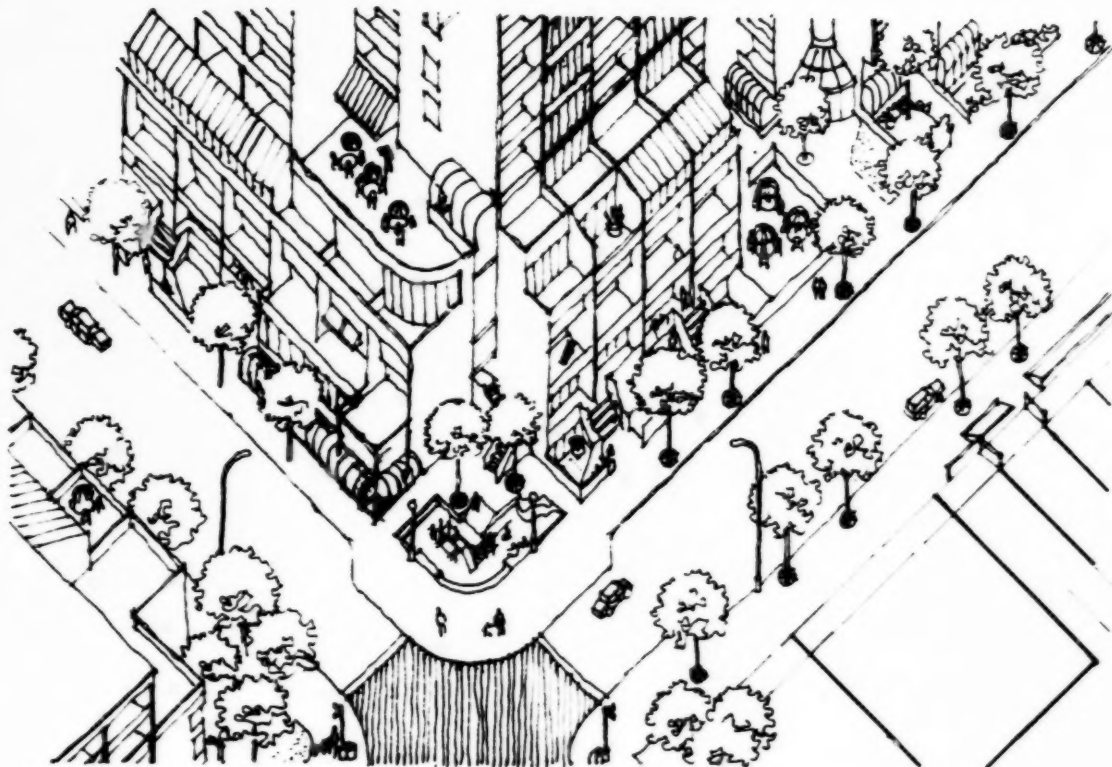
CT-3 • Pedestrian Improvements

CT-3 Public Improvements Along 2nd Avenue Between Centre Street and 2nd Street West

This street improvement is central to the Chinatown residential area and will indicate the City's commitment toward establishing a high quality public environment in residential areas.

Specific Requirements

- landscaping and tree planting
 - paving sidewalks and intersections,
 - pedestrian-level lighting with a Chinese character,
 - seating, waste receptacles and public signage, all to reflect a Chinese character.
- a. Estimated January 1981 cost \$500,000
- b. Potential sources of funding





CT-4 • Road Closures

CT-4 Road closures of 2nd and 3rd Avenues at
2nd Street West.

These closures will improve the residential quality of the area by eliminating through traffic. They will also serve to add street-level local open space.

- a. Estimated January 1981 cost \$50,000
- b. Potential sources of funding



CT-5 Public Signage

CT-5 Billboard to illustrate the concept for Chinatown.

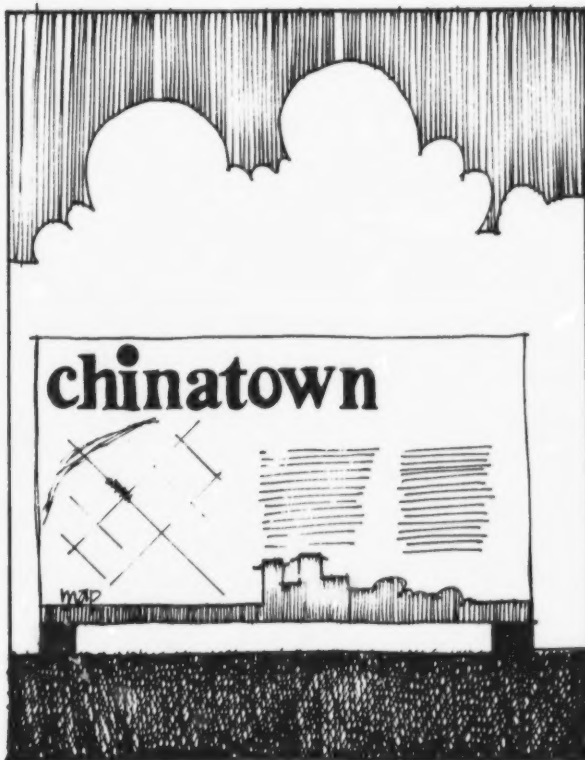
For a minimal expense this project will:

1. communicate the City's commitment to Chinatown;
2. make people aware of changes which are under way; and
3. illustrate the potential of the area for all interested parties.

Specific Requirements

Silk-screened wooden sign 1.3 metres x 2.5 metres with a colored illustration and text.

- a. Estimated January 1981 cost \$600
- b. Potential sources of funding _____



East End

• Overview

This package of public improvements will begin to establish a physical environment in the East End which is more conducive to residential development, particularly by reducing through traffic and relocating incompatible industries. Immediate attention will be given to 8th Avenue which provides an important pedestrian connection for existing residents. These improvements, and in particular the housing demonstration project, will clearly articulate the City's commitment to the development of a residential precinct in the East End.

• 1982 Physical Improvements

1. Road closures at 5th and 6th Streets East, along the north side of 9th Avenue.
2. Development of the 8th Avenue Promenade from 3rd Street to 6th Street East.
3. Public signage (billboard) to illustrate approved plan and public improvements scheduled for the area.

• 1982 Program Initiatives

a) Relocation of Incompatible Activities

That Council direct the Land Department to commence re-location of incompatible industries.

b) Housing Demonstration Project

That Council direct the Land Department to commence acquisition of land for a housing demonstration project.

c) Community Recreation Facility

That Council direct the Land Department to initiate land acquisition to provide a site for a community recreation facility.

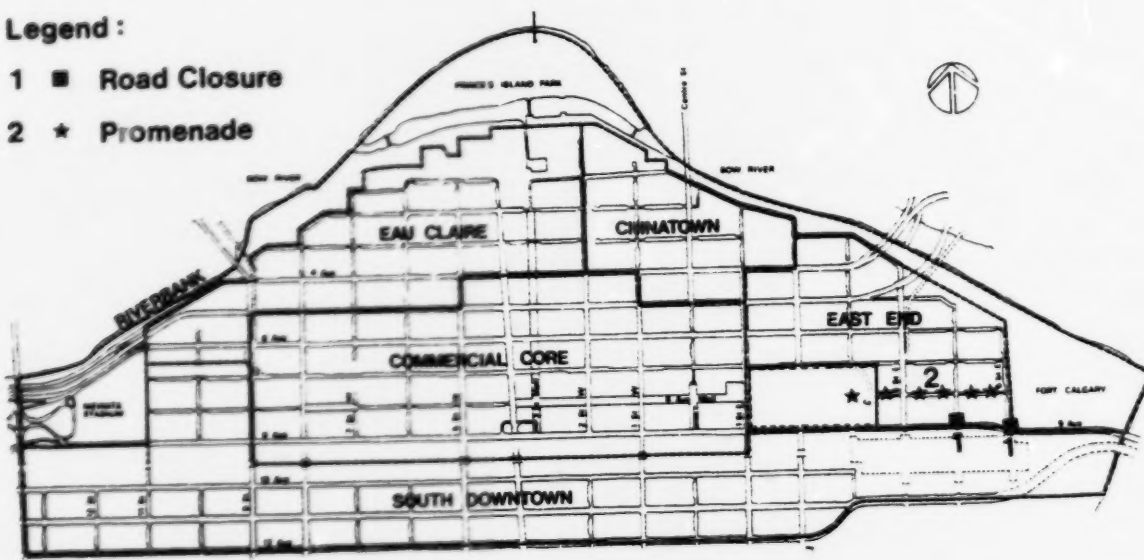
d) Senior Citizens' Facility

That Council, in recognizing the need for downtown activity and service facilities for the elderly, direct the Social Services Department to bring forward specific recommendations to Council with respect to the City's assisting the elderly in their efforts to obtain a facility in the East End. This report should be brought before Council within six months.

Legend :

1 ■ Road Closure

2 ★ Promenade



e) Coordinated Delivery of Community Services

That Council direct the Social Services Department to work closely with agencies actively involved in the area (e.g. Outreach

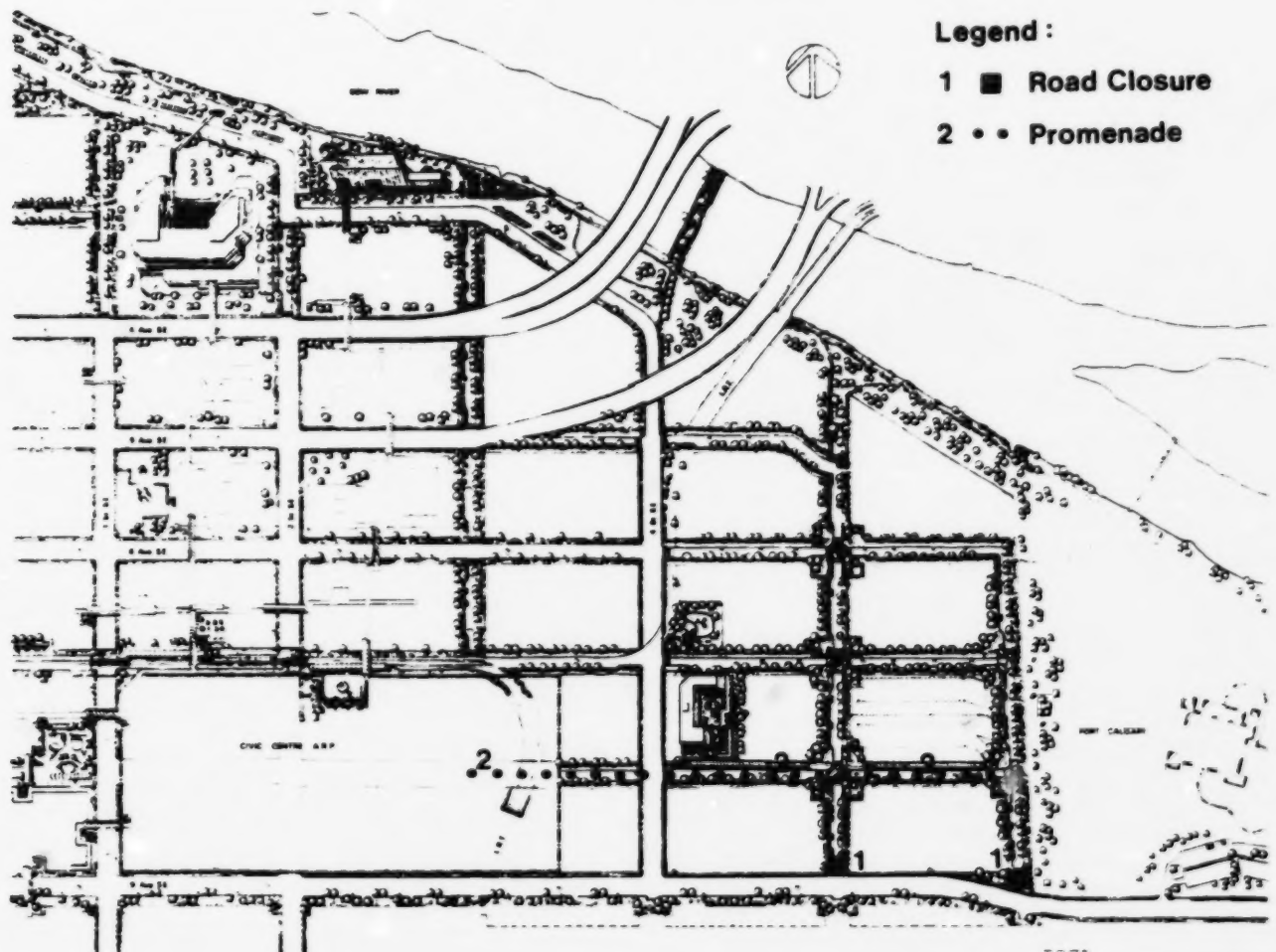
Project for Eastern Core Seniors (OPECS) and Eastern Core Community Organization (ECCO)) to ensure that the following services be maintained and developed at the community level to meet the needs of existing and future residents of the East End:

- information and referral
- outreach and follow-up
- counselling for individuals and groups
- health services

- senior citizens' programs
- community development services

f) Senior Citizens' Coordinators

That Council direct the Social Services Department to evaluate the need for, feasibility of, and sources of funding for coordinators within each of the senior citizens' highrises. The role of such coordinators might be to provide "front-line" social services such as outreach, follow-up, concrete services in emergencies, social support and encouragement of mutual aid among seniors. A report should be prepared for Council within six months.



g) Services for Transients

That Council direct the Social Services Department to bring forward by June, 1981, specific recommendations arising from studies, presently in progress of the services and facilities required for transients. Two particular areas of need which should be addressed are accommodation for the "hard-to-house" and day-time drop-in services.

h) Relocation of the Single Men's Hostel

That Council, in recognizing the incompatibility of the Single Men's Hostel with the development of a stable residential precinct, and at the same time acknowledging the need for hostel clientele to be close to services and facilities, direct the Social Services, Planning and Land Departments to work with the provincial Department of Social Services and Community Health to relocate the Hostel from its present location. An appropriate location in the South Downtown, would provide readily accessible social services. The relocation should occur within three to five years.

i) Community Level Policing

That Council, recognizing the strong concern on the part of area residents, mostly senior citizens, with the question of security in the area, direct the Police Department to investigate:

- (i) ways in which the police "presence" in the area, particularly around senior citizens' highrises, might be made more visible; and
- (ii) the merits and feasibility of implementing a "community policing" approach towards patrolling in the residential precinct, thereby permitting greater interaction between residents, businesses and police officers on a daily basis; and to bring forward specific recommendations to Council within six months.

~~PROPOSED~~

PROPOSED

EE-1 • Road Closures

EE-1 Road closures of 5th and 6th Streets East at 9th Avenue

Closures are intended to eliminate through traffic, establish the residential intent for the area, and provide some additional open space.

- a. Estimated January 1981 cost \$ 50,000
- b. Potential sources of funding \$



PROPOSED

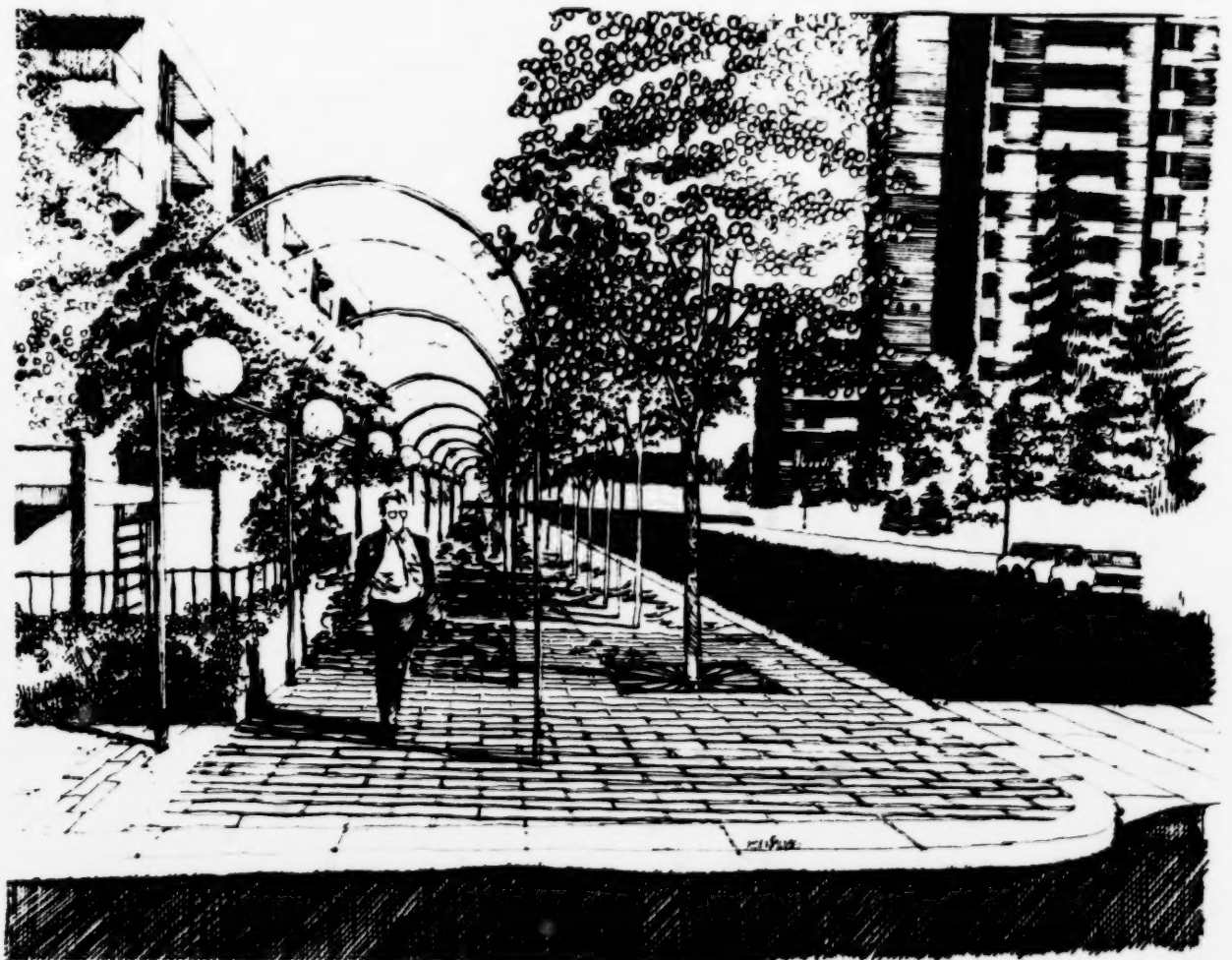
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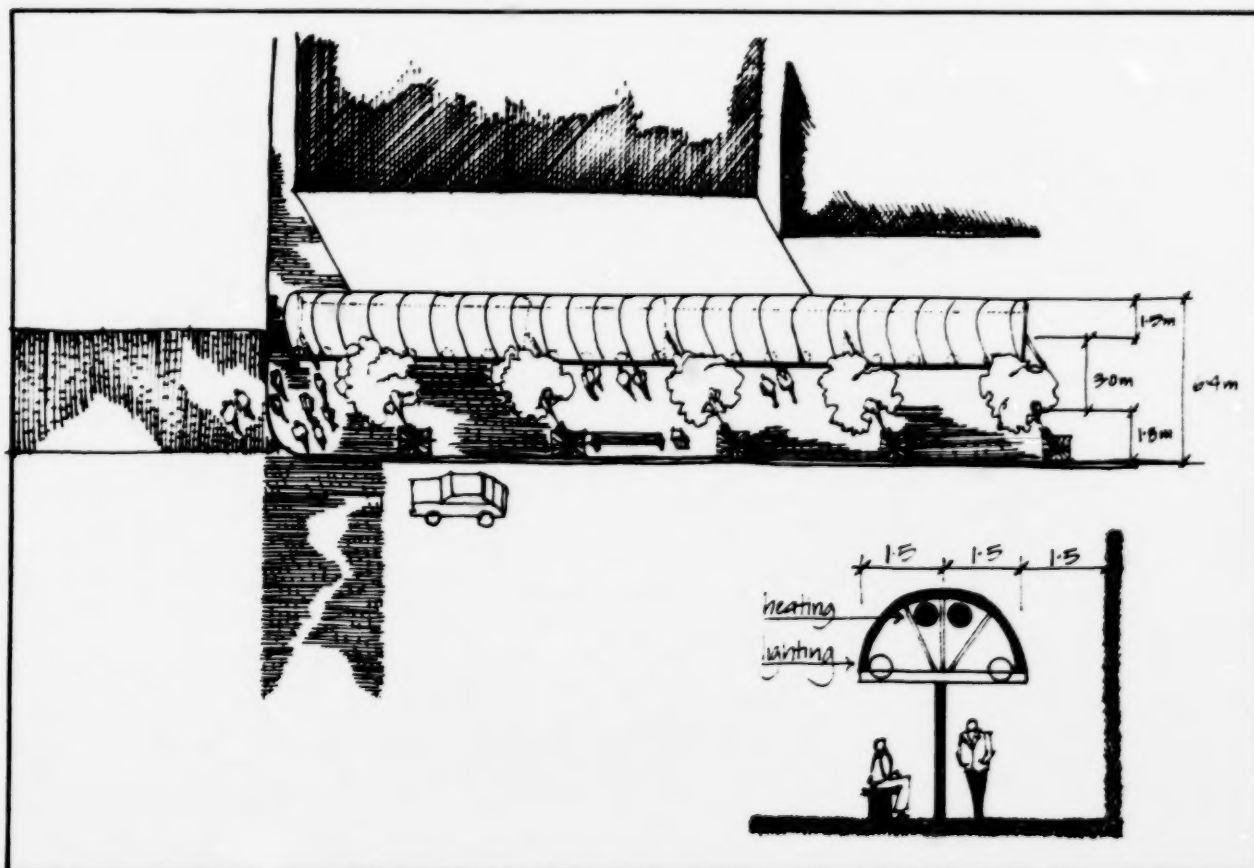
EE-2 • 8th Avenue Promenade

E.E.-2 8th Avenue Promenade from 3rd Street to 6th Street East

The promenade will link the core retail area through the East End to Fort Calgary. It will also establish the character of the public environment and demonstrate the City's commitment to improving public areas.

Special Requirements

- o a glazed canopy on the north side of the street
 - o pedestrian paving material on sidewalks and through intersections
 - o tree planting
 - o seating, waste receptacles, signage, etc.
- a. Estimated January 1981 cost \$1.0 million
 - b. Potential sources of funding \$



EE-3 • Public Signage

EE-3 Billboard to illustrate the concept for the East End

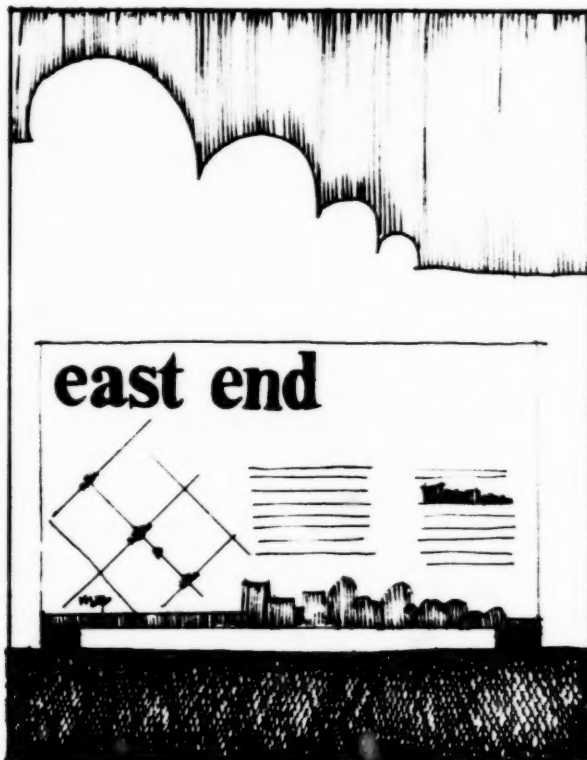
For a minimal expense, this project will:

1. communicate the City's commitment to the East End;
2. make people aware of changes which are under way; and
3. illustrate the potential of the area.

Specific Requirements

Silk-screened wooden sign 1.3 metres x 2.5 metres with a colored illustration and text.

- a. Estimated January 1981 cost \$600
- b. Potential sources of funding \$



Riverbank

• Overview

The aim of the plan for the Riverbank is to accommodate the diverse spectrum of recreation needs generated by the increasing number of downtown residents and employees. Connection to the riverbank has been emphasized in each of the areas which abut the river. The 3rd Street Mall, being the most central corridor, has been given the most emphasis.

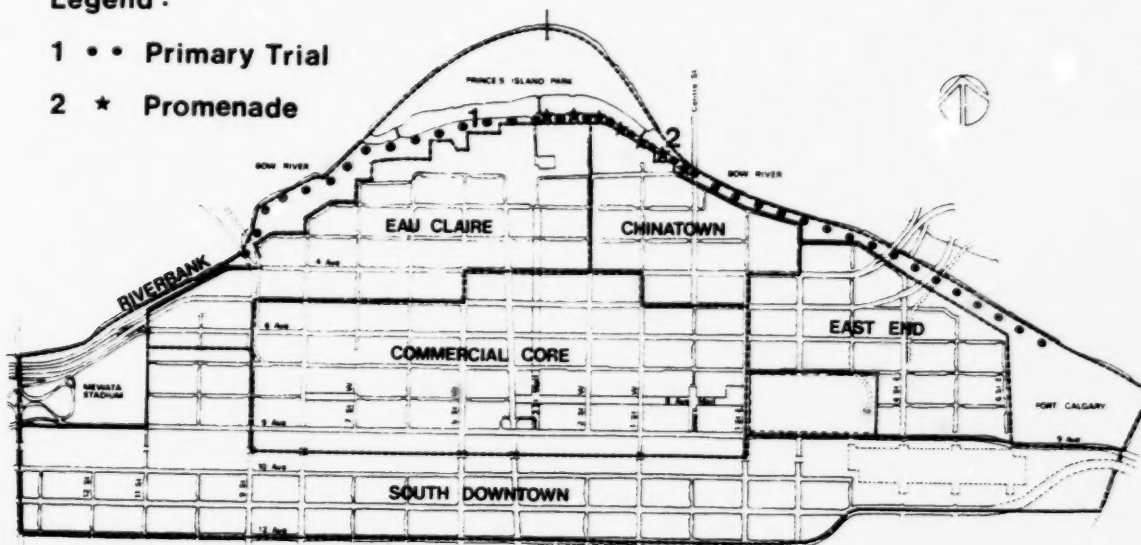
• 1982 Physical Improvements

1. Widening and lighting the primary trail between 10th Street West and St. Patrick's Island Bridge.
2. Development of the Riverbank Promenade between Centre Street and 3rd Street West.

Legend :

1 • • Primary Trail

2 ★ Promenade



PROPOSED

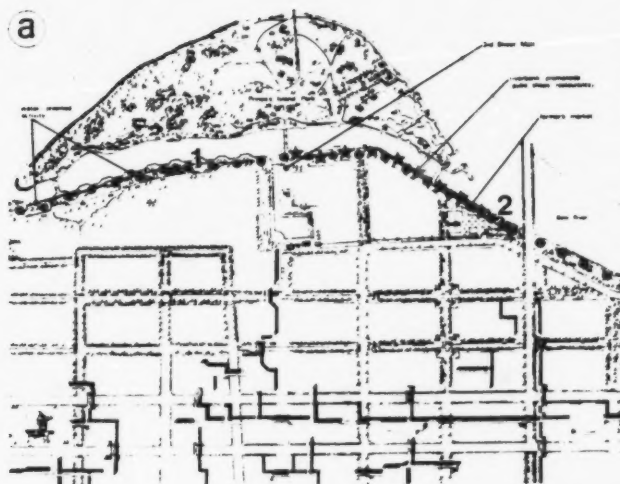
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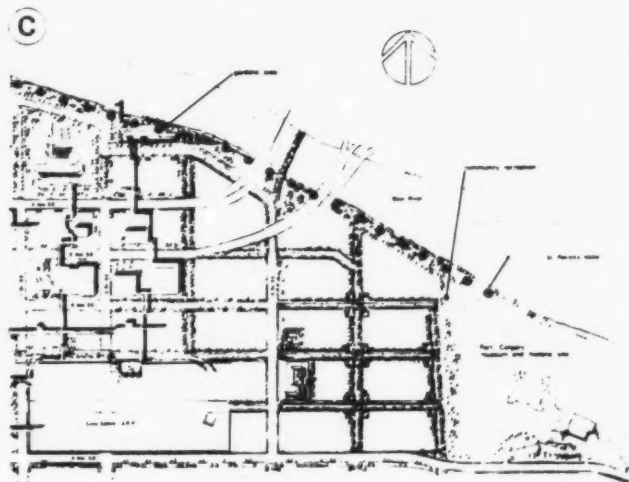
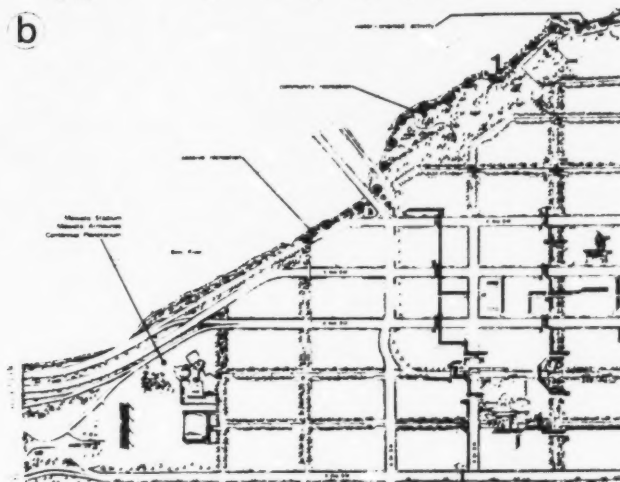
PROPOSED



Legend :

1 • • Primary Trial

2 ★ Promenade



• 1982 Program Initiatives

1. Master plans for the east end of Prince's Island Park; Mewata Stadium; and Fort Calgary.

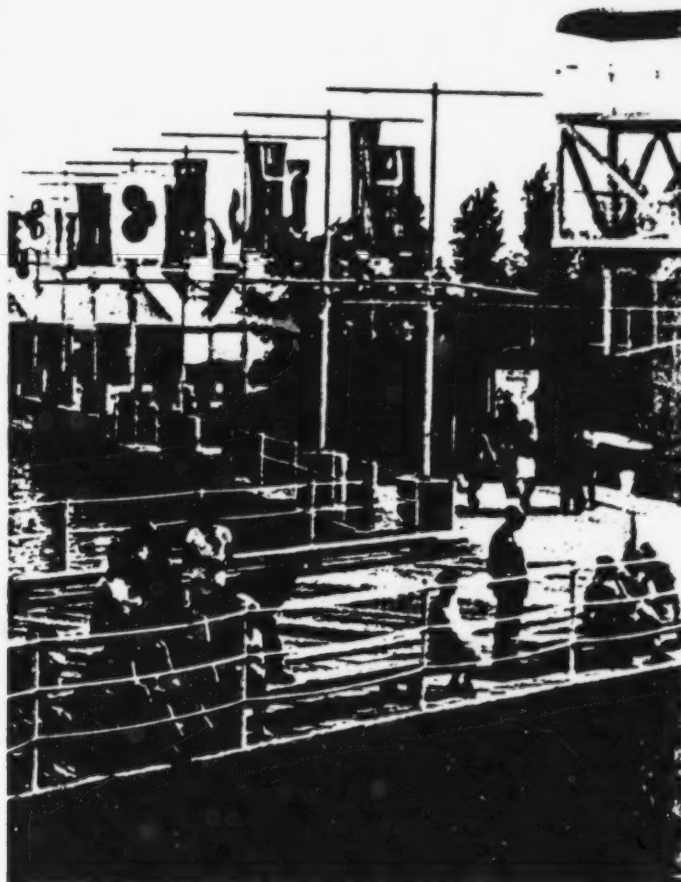
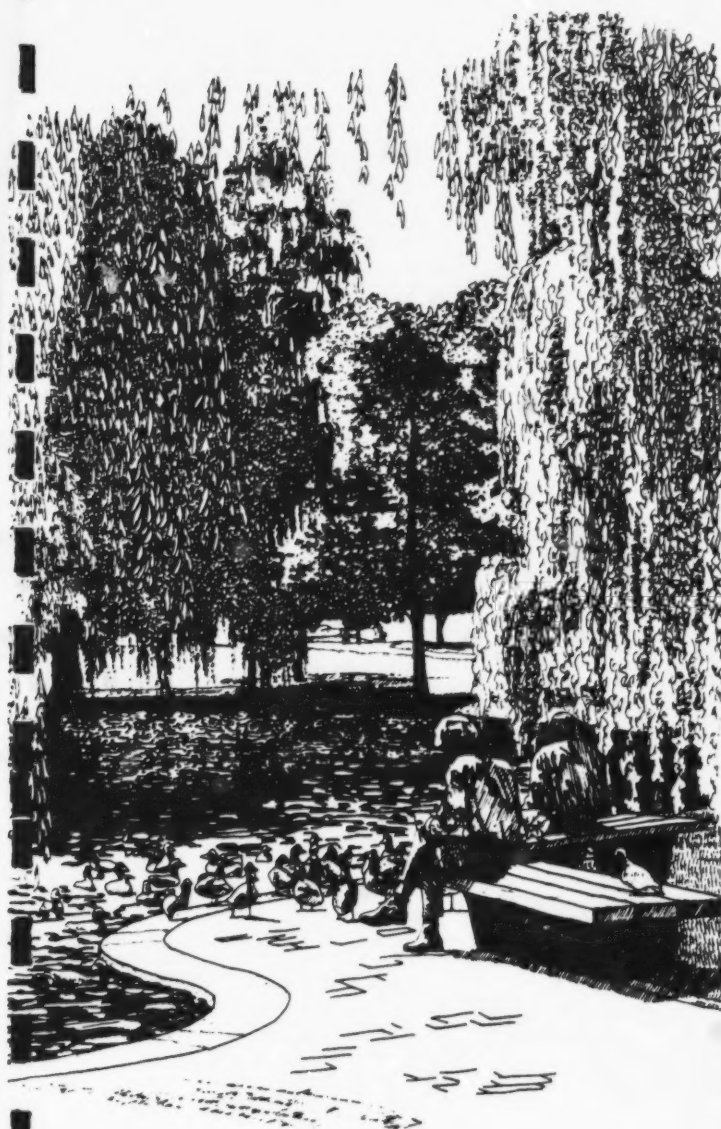
RB-1 • Primary Trail

RB-1 Widening and lighting of the primary trail from 10th Street West to St. Patrick's Island Bridge.

This is considered an important first priority undertaking in that it will be highly visible, extensively used and contribute to creating a safe night-time environment.

Specific Requirement

- c a 3 metre wide trail
- o pedestrian level lighting at 15 metre centres along the entire path
- a. Estimated January 1981 cost \$500,000
- b. Potential sources of funding \$



PROPOSED

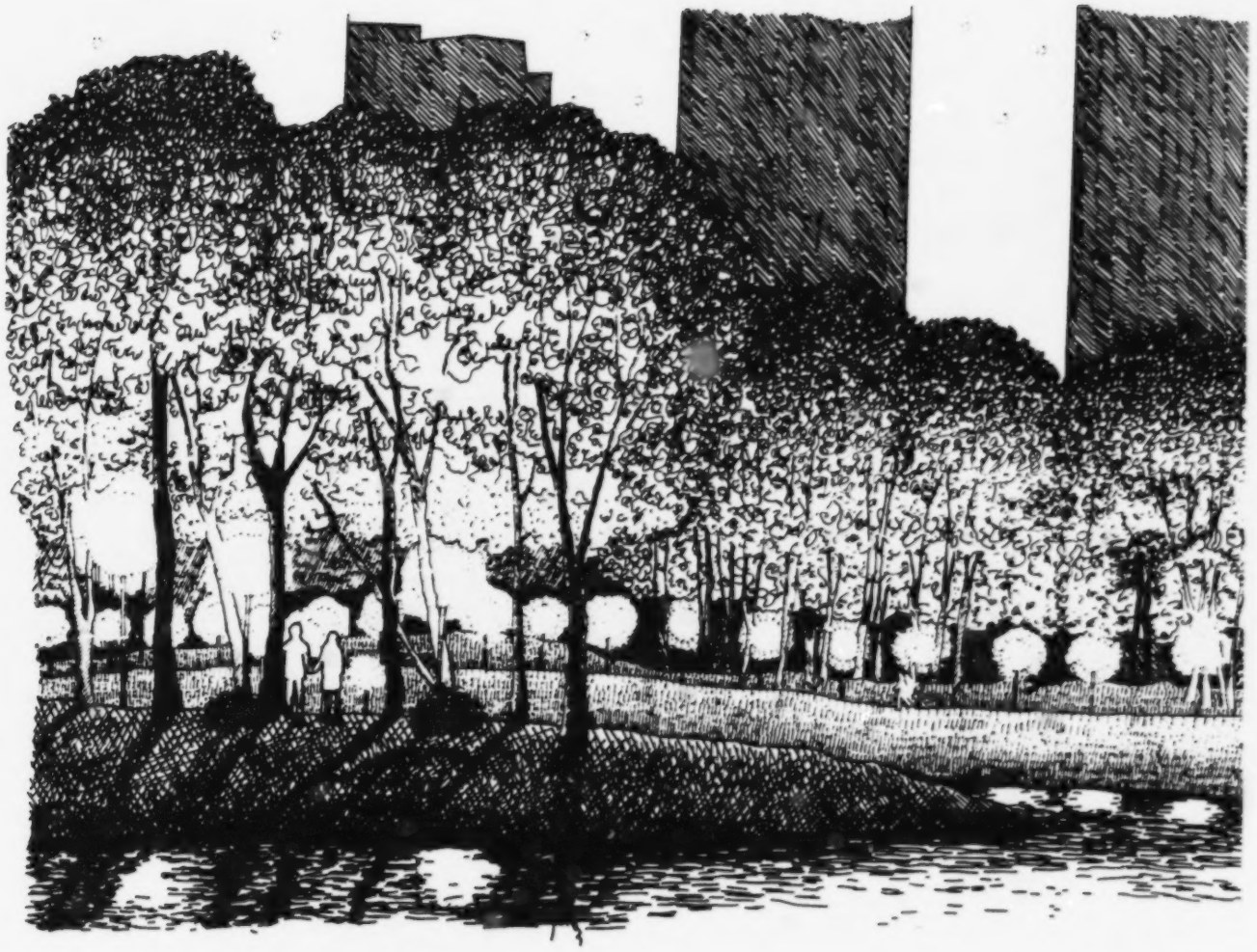
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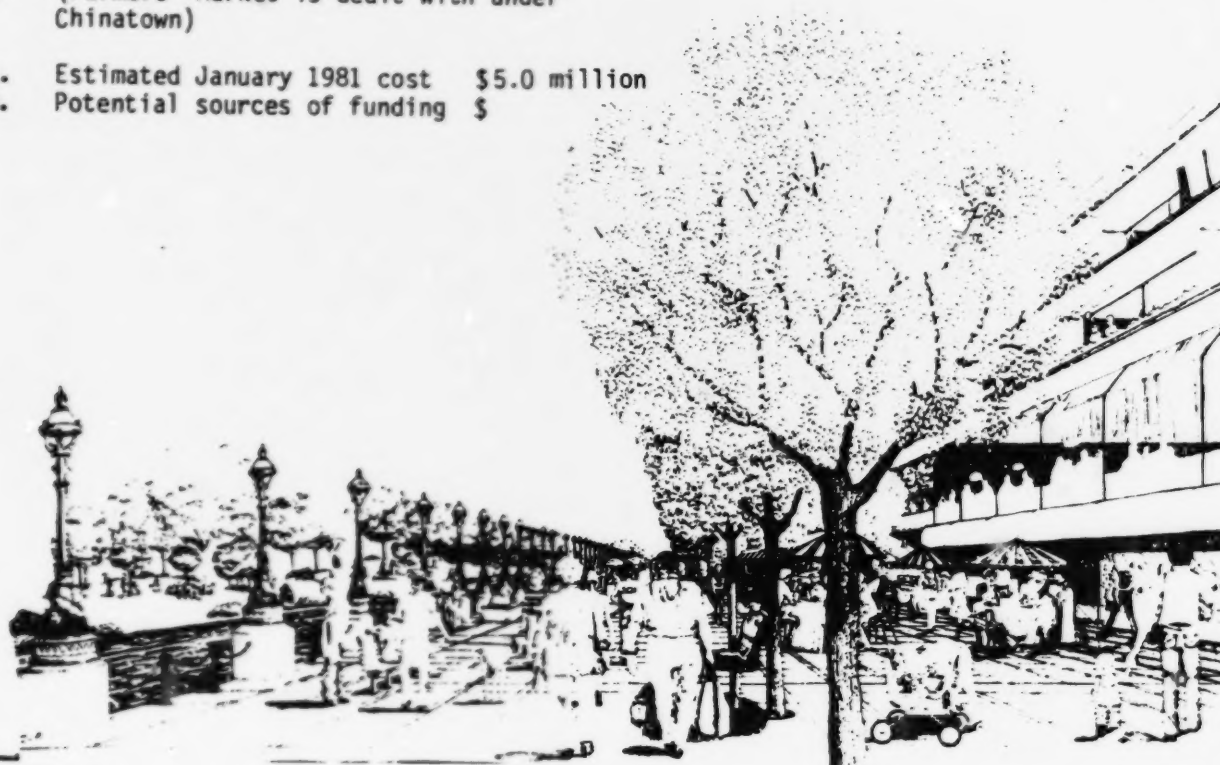
RB-2 • Riverbank Promenade

RB-2 Riverbank Promenade from Centre Street to 3rd Street West.

The timing of this undertaking is scheduled to occur concurrent with the development of the Farmers' Market, development of the Bus Barns site and possible redevelopment of the Greyhound garage property. As such it should produce in a high impact change within a short time, which would add a retail activity of a type which currently does not exist in Calgary.

Specific Requirements:

- o paving of the promenade area
 - o lighting - of a decorative type to add night-time sparkle
 - o trees closely spaced
 - o bollards
 - o lagoon extension
 - o (Farmers' Market is dealt with under Chinatown)
- a. Estimated January 1981 cost \$5.0 million
- b. Potential sources of funding \$



PROPOSED

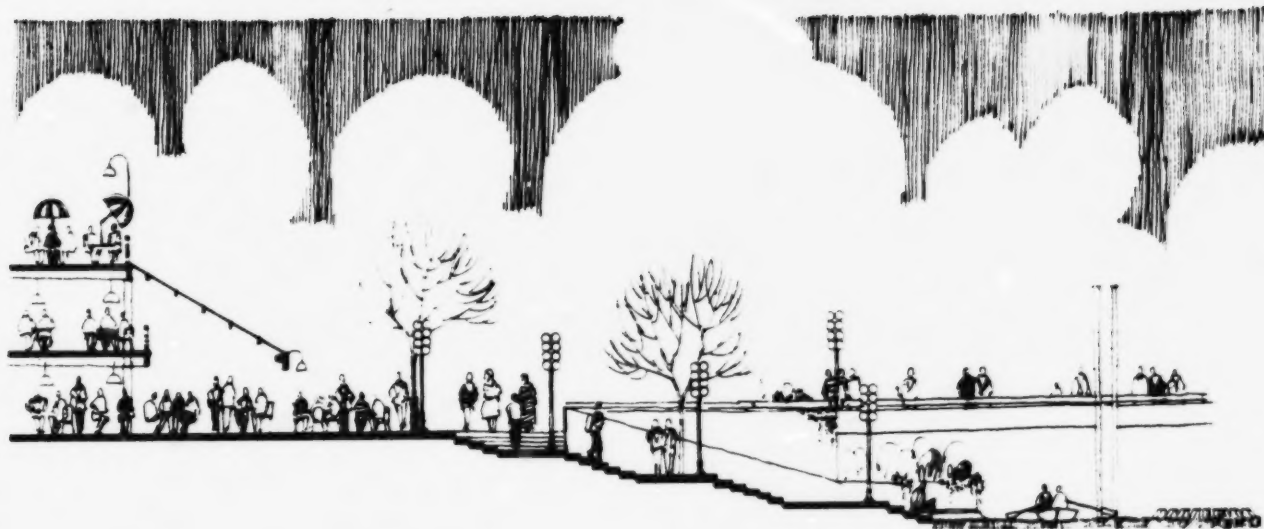
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Financial Summary

1982 PUBLIC ACTION PLAN - FINANCIAL SUMMARY

1. COMMERCIAL CORE

- a) Physical Improvements
(1) Estimated costs \$16.75 million
(2) Potential funding available

- b) Program Initiatives
(1) Estimated costs
(2) Potential funding available

2. SOUTH DOWNTOWN

- a) Physical Improvements
(1) Estimated costs \$750,000
(2) Potential funding available

- b) Program Initiatives
(1) Estimated costs
(2) Potential funding available

3. EAU CLAIRE

- a) Physical Improvements
(1) Estimated costs \$6,670,600
(2) Potential funding available

- b) Program Initiatives
(1) Estimated costs
(2) Potential funding available

4. CHINATOWN

- a) Physical Improvements
(1) Estimated costs \$2,050,600
(2) Potential funding available

- b) Program Initiatives
(1) Estimated costs
(2) Potential funding available

5. EAST END

- a) Physical Improvements
(1) Estimated costs \$1,050,600
(2) Potential funding available

- b) Program Initiatives
(1) Estimated costs
(2) Potential funding available

6. RIVERBANK

- a) Physical Improvements
(1) Estimated costs \$5,500,000
(2) Potential funding available

- b) Program Initiatives
(1) Estimated costs
(2) Potential funding available

TOTAL

- a) Physical Improvements
(1) Estimated costs : 32,771,800
(2) Potential funding available

- b) Program Initiatives
(1) Estimated costs
(2) Potential funding available





SOUTH DOWNTOWN



EAST END



RIVERBANK



THE CITY OF CALGARY
PLANNING DEPARTMENT

POOR

QUALITY

ORIGINAL

